

1918 SEP 19

ATLANTIC FISHING

VOL. XII

Registered U. S. Patent Office
SEPTEMBER, 1931

No. 8



Satisfy yourself as to the value of Columbian waterproofing. Send for the new Flexibility folder and try the test yourself.

What WATERPROOFING Really Means

The greatest improvement in modern Manila Rope is the waterproof feature and its advantages are numerous.

It makes it easy to handle in all kinds of weather and under all conditions. The tugboatman, ready to throw a Columbian line can handle it just as easy, whether it has been soaked for hours or if it is dry.

Waterproofing keeps out the germs of decay and rot which usually enter with moisture.

It makes a rope retain its flexibility even though wet.

It contributes toward the non-kinking property of a correctly balanced rope.

It adds to the life and service of the rope.

The Columbian Rope Company has perfected a method of waterproofing the individual fibres which retards the entrance of moisture into the rope and greatly reduces the tendency of the fibres to swell. The result is a rope which remains flexible and in good working condition even after immersion in water for an indefinite period.

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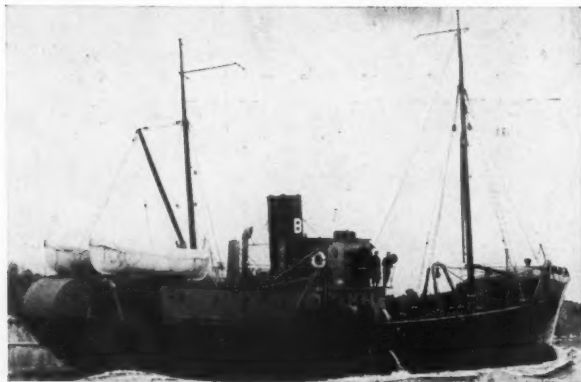
COLUMBIAN TAPE MARKED PURE MANILA ROPE



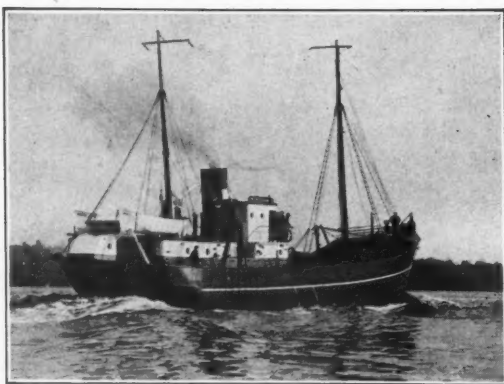
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"Bath Always Builds Good Ships"



The Boston College.



The Notre Dame.

Some Outstanding Bath-Built Boats

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<i>Black Doulgas</i>	<i>Aux. Sch. Yacht</i>
<i>Placida</i>	<i>Diesel Yacht</i>
<i>Paragon</i>	<i>Diesel Yacht</i>
<i>Trudione</i>	<i>Diesel Yacht</i>
<i>Sylvia</i>	<i>Diesel Yacht</i>
<i>Illinois</i>	<i>Diesel Trawler</i>
<i>Maine</i>	<i>Diesel Trawler</i>
<i>Winchester</i>	<i>Steam Yacht</i>
<i>Virginia</i>	<i>Steam Yacht</i>
<i>Aphrodite</i>	<i>Steam Yacht</i>
<i>Pantooset</i>	<i>Steam Yacht</i>
<i>Bidow</i>	<i>Diesel Yacht</i>
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Now Building

<i>Caroline</i>	<i>Diesel Yacht</i>
<i>Halonia</i>	<i>Diesel Yacht</i>
<i>Helene</i>	<i>Diesel Yacht</i>
<i>Zampa</i>	<i>Diesel Yacht</i>
<i>Sea Pine</i>	<i>Diesel Yacht</i>

SINCE 1607 when the *Virginia*, first American-built vessel, left the ways, the Kennebec has been noted for the vessels that have splashed into it—the best of their times, in every trade and for every use.

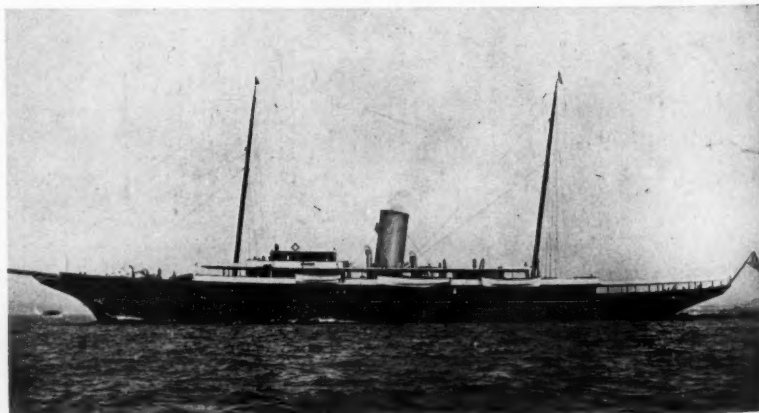
Generations have passed but the work of building good ships continues. Into them goes something greater than materials—workers' pride in accomplishment—traditions of generations of sound, worthy vessels.

Whether Bath builds trawlers, Naval vessels, tugs or luxurious yachts, they will measure up, in their class, to the standards of the *Virginia*, the *Corsair*, the *Notre Dame*, the *Boston College* and the host of other good ships.

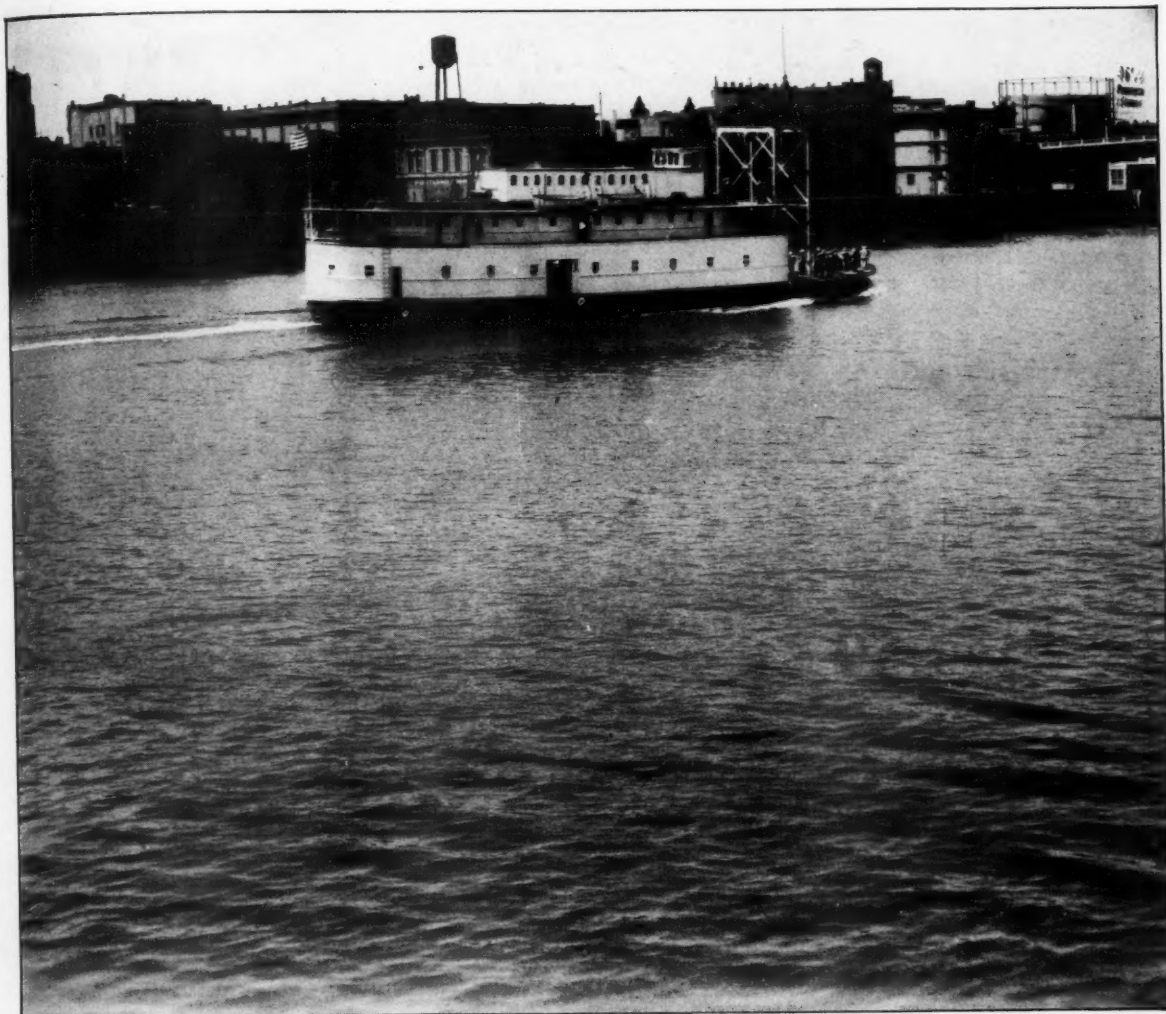
BATH IRON WORKS CORPORATION
SHIPBUILDERS AND ENGINEERS

Bath, Maine

U. S. A.



The Corsair.



"SETTING NEW PACE ON RIVER"

HARKINS TRANSPORTATION CO.—"L. P. HOSFORD"

"When operators can run boats with the same economy and efficiency as modern forms of land hauling, river-transportation will come into its own," states the Harkins Transportation Co., of Portland, Oregon. "We believe we are setting a new pace on the river with the L. P. Hosford."

Of course it is diesel powered—a 500 HP direct-reversible Atlas furnishes the main power, and a 40 HP Atlas is used for auxiliary power.

Year after year one boat after another sets new paces with Atlas Diesels—and fleet after fleet is standardized on Atlas Power. Because skippers know that Atlas Diesels are dependable—they have proved that "they stand the gaff." Investigate the Atlas. Atlas Imperial Diesel Engine Co., Oakland, Calif.



ATLAS Diesel Engines

ATLAS IMPERIAL DIESEL ENGINE CO.

COOPER-BESSEMER ENGINES MAKE PROFITABLE PARTNERS *For Cargo or Fishing Boats*

YOU'RE always safe in choosing a Cooper-Bessemer diesel engine as your partner in any boat enterprise.

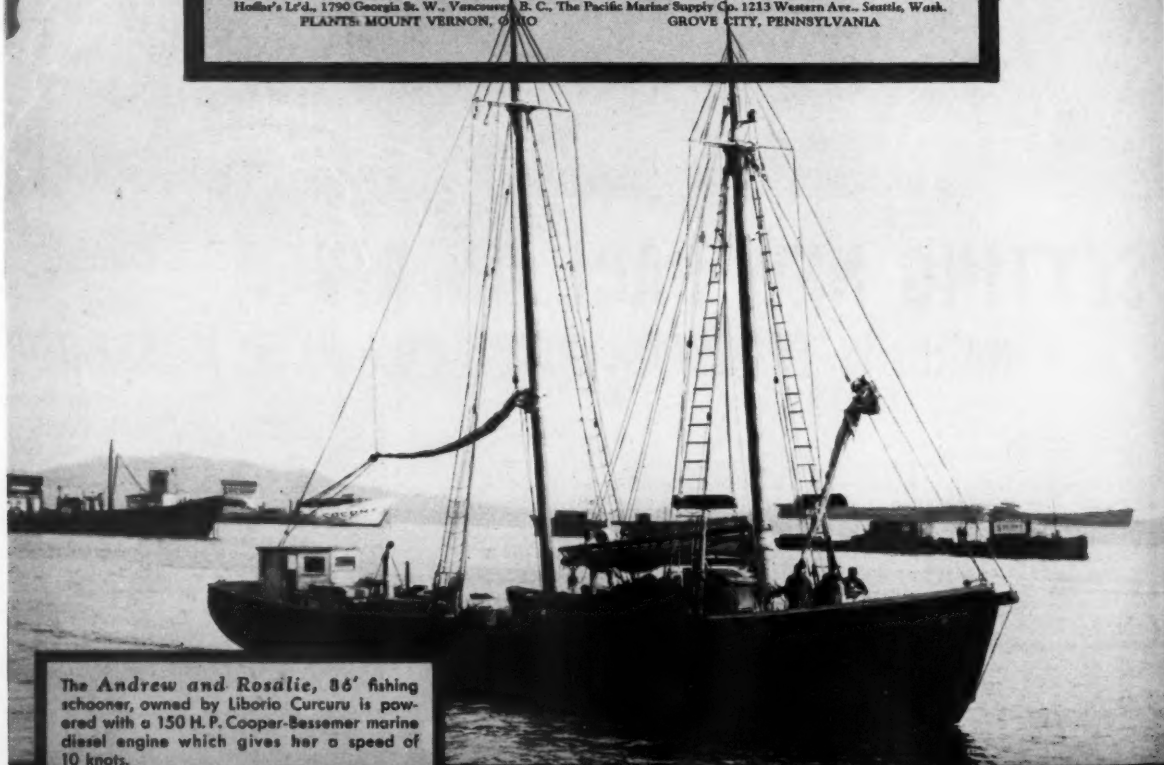
Ask the fishermen who own Cooper-Bessemer powered boats. You'll get the kind of recommendations that really count. These men depend on the satisfactory operation of the engine for their profits. Lazy, shirking engines are not tolerated in fish boat service.

When you want boat power that will carry its load in a profitable partnership, ask for our literature.

THE COOPER-BESSEMER CORPORATION

GENERAL DIESEL SALES OFFICES: SUITE 301, 25 W. 43rd STREET, NEW YORK CITY

31 State St., Boston, Mass.
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PLANTS: MOUNT VERNON, O. GROVE CITY, PENNSYLVANIA



The Andrew and Rosalie, 86' fishing schooner, owned by Liborio Curcuro is powered with a 150 H.P. Cooper-Bessemer marine diesel engine which gives her a speed of 10 knots.

COOPER-BESSEMER

NEW DIESEL AUXILIARY UNITS DESIGNED FOR MARINE SERVICE

Simplicity, compactness, reliability and reduced fire hazard are outstanding advantages offered by new F-M units

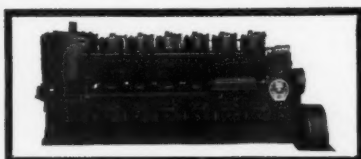
TO meet the insistent demand for auxiliary units capable of operating on the same fuel as used by the main engine on Diesel powered vessels, Fairbanks-Morse have designed new, compact Diesel generating sets and combination air-compressor, generator and pump units. One of the marked advantages of these new units, of course, is the elimination of the use of gasoline and its attendant fire risk. Lower insurance rates are thus made possible.

In addition to the characteristic dependability of Fairbanks-Morse Diesel power, these new F-M auxiliary sets offer unusual compactness and accessibility, instantly apparent even upon a casual inspection of the equipment. The units are powered with either single cylinder or two cylinder F-M Diesels which may be "hand started". Generator sets of from 5 to 120 kw. are available. Complete information mailed promptly upon request.

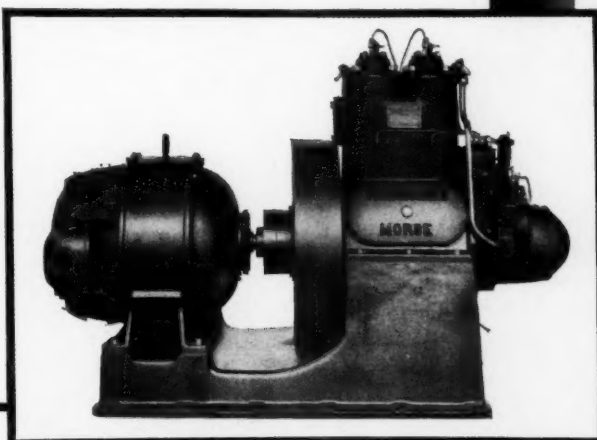
FAIRBANKS, MORSE & CO.

900 S. Wabash Ave., Chicago

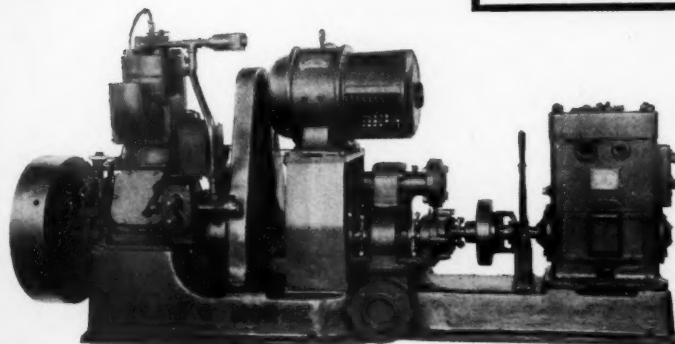
Branches with service stations in principal ports



Fairbanks-Morse 12x15 in. Model 37 Diesel engine. F-M Diesels are made in capacities from 8 to 1400 hp. There is an F-M Diesel to meet the main propulsion and auxiliary power requirements of practically every type of vessel.



F-M 2-cylinder, 5x6 1/4 in., 10 kw. Diesel engine generating set.



A single cylinder 8-hp. F-M Diesel powers this combination pump, generator and air compressor unit. Notice the compact arrangement of the various units on a single, sturdy base.

FAIRBANKS-MORSE

diesel  engines



The "S. S. Blackman" loaded with seed oysters on her way to the planting grounds. She is owned by the firm of Blackman & Blackman, Bivalve, N. J., and is under command of Capt. Morton Blackman.

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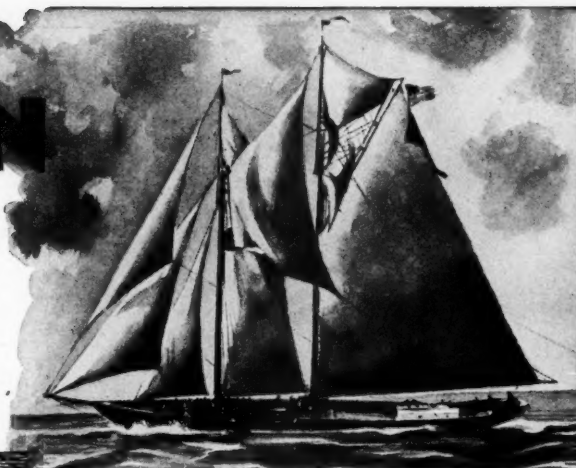
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Long Island

Oyster Farmers hosts to Shellfisheries Convention

By J. R. Leonard

LONG Island for the second time was a three day scene of the annual joint convention of the National Shellfisheries Association, and the Oyster Growers and Dealers Association of North America, Inc.

The convention opened Tuesday morning, August 18th, at the Hotel Cedarshore in Sayville, with about 100 oyster growers and dealers in attendance. As its guests the convention had a number of distinguished American, Canadian and British scientists engaged in scientific research in shell fish culture. Great Britain was represented by Dr. R. W. Dodgson, Minister of Agriculture and Fisheries, Conway, North Wales, Dr. C. M. Yonge, Marine Biological Association Laboratory, Plymouth, England, and Dr. John Eyre, Bacteriologist, Guy's Hospital and Fishmongers Co., London, England. Canada was represented by Dr. A. B. Needler of the Biological Board of Canada.

Howard W. Beach of New Haven, Conn., President of the Oyster Growers' and Dealers' Association, presided at the morning session, and introduced the Hon. Robert H. Moses, President of the Long Island State Park Commission, who gave the address of welcome. In his address Mr. Moses declared that the shell fish growers and the State Park Commission are on "common ground", so far as preserving the purity of tidal waters is concerned. Mr. Moses outlined some of the difficulties the Commission were trying to overcome and prevent in the future, and his address proved to all that the results sought after were identical with those of the oyster growers as regards the cleanliness and purity of the tidal waters of this section of the country. In fact, it is easily comprehended that the efforts of these two organizations will do much to retain the purity of local waters as well as to correct many of the waters now polluted.

Lewis Radcliffe, President of the National Shellfisheries Association, said that the annual production of oysters in the United States totals about 21,000,000 bushels, valued at about \$17,000,000. There are several million acres of oyster ground along the Atlantic coast that are potential oyster producing grounds, and the oyster growers are anxious that they be kept from pollution, and that other areas now polluted be restored as oyster producing grounds.

Dr. Herbert D. Pease of the Pease Laboratories, New York, and Chairman of the Research Committee, commenting on the research program, stated that the oyster growers must first know all that it is possible of the deportment of the oyster before they can solve the problems of their industry. "Our program is to find out all the facts of the oyster that we can, so that we may co-relate that information with the problems of mankind."

Carl W. Dipman, of the Progressive Grocer Magazine, in

speaking of the "Present Trend in Food Industries", maintained that the food business is the oldest form of commerce. This industry, the marketing of food, is a twenty-two billion dollar business with more than 1,000,000 outlets for food in this country.

Wm. H. Raye, President of the General Seafoods Corporation, said: "The present day housewife buys more on information and dietary needs than ever before. Food consumption of a necessity must be limited, and the demand is certain to be for the product most meritorious. The greatest problem is to put before the public the reasons why they should buy the oyster." To meet this problem it was advocated by Mr. Raye that more searching attention be given to the marketing of the oyster, in packing and displaying this edible, so that it may compete on an equal footing with other attractively packed products. He added: "Increased production should aid materially in lowering prices."

The opening session of the National Shellfisheries Association was held Tuesday afternoon. Dr. P. S. Galtsoff, of the U. S. Bureau of Fisheries, spoke of the introduction and acclimatization of foreign species of oysters. Temperature of water is of the greatest importance in shellfish culture, Dr. Galtsoff said. Japanese oysters require a temperature of 77 degrees Fahrenheit, while the Eastern oyster will spawn at a temperature of 68 degrees Fahrenheit. Transplanting of these foreign oysters is therefore a doubtful process, as oysters may thrive in one area and fail in another.

J. Richards Nelson, of the New Jersey Oyster Investigation Laboratory, talked very interestingly of methods of trapping the oyster drill, which to the New Jersey industry is the greatest and most difficult enemy they have to fight.

Miss Louise Palmer, of the U. S. Bureau of Fisheries, gave a report of her findings at the Cold Spring Harbor Biological Laboratory. Miss Palmer has been bending her efforts, and has continued experiments, to destroy the starfish which infest our beds. Copper salts have been found to produce a condition of suffocation to the star fish.

Other speakers were Dr. Herbert F. Prytherch of the U. S. Bureau of Fisheries; Dr. R. V. Truitt of the University of Maryland; Dr. Roe E. Remington, Food Research Commission, South Carolina; V. L. Loosanoff, Biologist, Commission of Fisheries, Virginia; Dr. D. K. Tressler, Chief Chemist, General Seafoods Corporation, Gloucester, Mass.; Mr. Radcliffe and Dr. Pease.

Tuesday evening's session was given over largely to an illustrated address by Dr. Paul S. Galtsoff, pearl expert of the U. S. Bureau of Fisheries. Dr. Galtsoff talked interest-



Oyster Boats "Magician" and "Napeague".

ingly of the newly discovered Hawaiian pearl oyster and exhibited specimens of this shellfish, which is grown mainly for the mother of pearl taken from the shells themselves. The inside of the shell is smooth and beautiful with its many colors. The meat of this shell is inedible and, unlike the local grower who raises the oyster for its meat, the Oriental grower throws the meat away and retains the shell. This specie of oyster was discovered but a few years ago, and has proved to be a prolific producer of pearls. To prevent depletion of this product, this oyster is now protected by the territorial government. Dr. Galtsoff's talk was illustrated by under-water moving pictures taken in Hawaii.

The National Shellfish Association elected Dr. Thurlow C. Nelson of Rutgers University as its President, Dr. R. V. Truitt of the University of Maryland, Vice-president, Dr. Herbert F. Prytherch of Washington, D. C., Secretary, and Howard W. Beach of New Haven, Conn., Treasurer.

Wednesday morning's session was held in W. Sayville Fire Hall. R. E. Tarbett, chief of Engineering Section, U. S. Public Health Service, presiding. Dr. R. W. Dodgson, Minister of Agriculture and Fisheries, Conway, North Wales, spoke on water storage and treatment for certification. Dr. Dodgson's lecture was mainly on gathering, treatment by chlorination, and handling of mussels in Great Britain. His lecture was illustrated by numerous views of the mussel industry there, showing different stages of handling and purification.

Edward Wright, of the Massachusetts State Dept. of Health, spoke of the condemning, a number of years ago, of large areas of soft clam producing grounds in that state. The State Department has conducted investigations and experiments to purify the clams from these polluted areas. It has been found, Mr. Wright said, that transplanting these shellfish to other areas of pure and uncontaminated waters has not proven satisfactory. On the other hand, treatment by chlorination has proven satisfactory in reclaiming clams from polluted areas, and a number of purifying plants have been established near these places. Other speakers were L. M. Fisher, U. S. Public Health Service, who spoke of methods of clam treatment in Massachusetts and New Jersey; Dr. John Eyre, Bacteriologist, Guy's Hospital and Fishmongers Co., London, England, who spoke at length of the mussel and clam industry in England and methods of conducting investigations and tests, and Dr. H. Somner, of Hooper Foundation, University of California.

Wednesday afternoon's session was held at the Blue Points Plant at West Sayville, in viewing the numerous exhibits and in group discussions. The various exhibits were presided over by cheerful exhibitors who answered all questions put to them, in a manner that showed plainly that considerable time and study was given to their work.

The Research Committee, who conducts a laboratory at the Blue Points plant, had a very interesting exhibit of investigations and experiments conducted during the past year. Charts and dates showed tests made in Great South Bay for possible oyster larvae during June and July and the results obtained. Results showed practically no set in this bay, and cement coated paper collectors were withheld and later planted in Long Island Sound. The value of these tests is readily seen, taking into consideration the labor involved in planting shells or collectors and then removing again in the event of no set. The controlled cultivation of embryos from spawning oysters proved very interesting to the scientist and layman.

The eggs are controlled from the spawning period, mixing with the male sperm until fertilization takes place, then watched through the different stages of growth up to and beyond the time it sets and becomes a spat. An interesting feature has been brought out, that an American oyster is capable of the phenomena of sex reversal. That is, it has been discovered that during the first year of existence the majority of oysters are males and during the second year undergo a change to assume the duties of a female. It is also a singular fact that male oysters will remain as males providing that there is a plentitude of females in the same area. It is not fully understood by the research bureau just how this change takes place or what the physical characteristic of the change is. The English oyster, on the contrary, is bi-sexual and produces both the eggs and the sperm. Exhibits under a microscope, showing larvae from 4 days to 3 weeks old swimming gaily about, were eagerly watched. Two earthen plates taken from controlled spawning tanks were exhibited, showing the resultant set obtained, one without and the other with induction of air. The plate set with air showed a more prolific set and larger in size, though too thick to be practical on such a foundation.

Dr. P. S. Galtsoff exhibited a number of Japanese oyster shells introduced in Puget Sound, as well as a number of Australian and Hawaiian oyster shells.



Parade forming at Greenport.

Miss Louise Palmer's exhibit consisted of a number of displays of live starfish of various ages, and her latest method of covering the oyster ground with the copper sulphate solution. A T shaped arrangement of brass pipe, the cross part of the T about 8 ft. long, was pierced with a number of holes about $\frac{1}{4}$ of an inch in diameter. This instrument was connected to a pump, which drew from a tank of a solution of copper sulphate and water suitable for the area to be treated, lowered to a distance of about one foot from the bottom and towed over the area spraying this solution. This test was made at Centerport, L. I., and the next day no starfish could be found either dead or alive. They had completely disappeared, and Miss Palmer is very frank to admit that the cause is uncertain as to results obtained by the application of the solution. It remains, however, a fact that for some reason the starfish disappeared over night and it is generally known that under the old methods they stay there until mopped up. Miss Palmer emphasizes, however, that there is a possible danger in this method, and it would be well to consult her before applying any to your beds.

Dr. O. M. Wolf had a very interesting exhibit, showing experiments that have been made to prove that the oyster is a cure for anemia. It has been discovered within the last few years that the oyster is high in iron and copper content. Iron has been known for years to be a benefit to the human body, but only in recent years has it been discovered that iron in conjunction with copper and manganese is of great value in correcting nutritional anemia. The severity of anemia is measured by the amount of Hemoglobin in the blood. Hemoglobin is the coloring matter in the blood. An anemic condition shows less than 7 grams per 100 cubic centimeters of blood, while 14 grams is considered normal. Dr. Wolf's exhibit purported to show white rats that were fed a milk diet and put in an anemic con-

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dition, then fed on a milk and liver diet, others on a milk and green oyster diet and still others on a diet of milk and white oyster. On this feeding the rats recovered to a normal condition. It is claimed that green oysters contain more iron than liver, white oysters contain less. Try to get some one to eat a green oyster. It doesn't appeal to his eye, as he has been educated to eat the white oyster, but transplant that green oyster in waters yielding white, and it is eaten with great relish.

Dr. Herbert F. Prytherch of the U. S. Bureau of Fisheries exhibited 2 reels of microscopic moving pictures, showing the life of the oyster from its birth to its set. Female oysters were shown expelling their eggs in puff-like spurts, while the male sperm was expelled in a steady stream. The process of fertilization was shown as the egg gathered the sperm. The growth of the larvae was clearly shown, its first movements and swimming, and its method of propelling itself about over the surface of the dish container by its foot-like organ, until it finally attached itself by cementing itself to the dish, and its foot withdrawn. It was then known as a spat. Its methods of feeding were clearly shown, taking the food in one side, retreating such as it was interested in or needed, and expelling the rest in a different place. The action of its heart and stomach muscles was made interestingly clear. Dr. Prytherch is to be highly congratulated on his work, as his pictures are remarkably



Blue Points plant, West Sayville, South view.

days of that week, were not attended by the crowds that were expected. The U. S. frigate *Constitution* paid a visit here of four days, and fishermen and party-boat men reaped a harvest taking visitors out to see this famous vessel.

Lobstermen Being Robbed

Lobster fishermen in the vicinity of Gardiners Island have suffered for years from thieves who have robbed their pots of their hard earned catches. One sloop from a nearby village has been seen lifting these pots, and was caught in the act by a lone lobsterman who recognized the occupants of the craft, but the absence of witnesses prevented their arrest and prosecution. It is a very narrow souled person who will deliberately steal from a lobster pot, taking one's earnings away, which at the best in late years, are very small. A lobster fisherman equips himself with gear consisting of pots, ballast, buoy line and buoys that cost him very close to five dollars apiece. Then he has his bait to buy. A lobsterman setting 300 to 500 pots, and in some instances a greater amount, has considerable money invested. Then some small souled persons come along in a boat early in the morning, preferably in fog, and rob him of his catch and think it a great joke. May the offenders be caught quickly and severely dealt with.

Scallop Fishermen Prepare for Coming Season

Scallop fishermen are busy overhauling their dredges and shipping their masts in readiness for the coming season. Indications point to a good scallop season, as there was a nice set last year and tests have been made showing scallops of a nice size. Long Island scallops are famous around this part of the country and are eagerly sought while in season.

Oystermen in Readiness

Oystermen throughout Long Island have put their plants in first class condition for the coming season. Boats have been overhauled and painted, opening houses scrubbed and repainted. In fact, their plants are a model of neatness, and a pride and credit to the owners.

Swordfishing Season Ended

Swordfishing at this writing is practically over, though a few are brought in now and then. A number of these fishermen found a lucrative business taking out sportsmen with rod and reel. Many brought in nice catches of tuna, bonita and an occasional swordfish.

Shinnecock Lighthouse Replaced

August the 8th at sunrise the old Shinnecock lighthouse went out, never to burn again. This lighthouse was lighted for the first time January 1st, 1858, burning whale oil and visible 20 miles at sea. The new beacon, situated on the ocean beach near the Shinnecock C. G. station, is an electric light, automatically operated, flashing red.

Clam Ordinance Repealed

The recently acquired Clam Ordinance of the Islip Town Board had a large hole shot through the center of it recently, when a group of about 25 baymen and shellfish shippers appeared before the board asking for the rescinding of the ordinance prohibiting the taking of "peanut" clams. Arguments for the rescinding of this ordinance were that the "peanut" size clams are as plentiful now as last Winter while they were being taken: that large clams now are selling for but \$2.00 to \$4.00 a barrel, while they can make, or had made last year, as high as \$40.00 a day on peanut clams. After hearing remarks from the assembled baymen and shippers the Town Board voted to repeal this ordinance.



"Chas. McDonough" dredging near Jessups Point.

clear and most wonderful from an educational standpoint. Dr. Prytherch clearly showed the value of copper in the water as an aid in inducing set by dropping a penny in the glass dish in which larvae were swimming about.

Wednesday evening was a round table discussion of the reversal of sex in the American oyster. Dr. Pease spoke learnedly on this subject. Dr. Yonge of Plymouth, England, gave an illustrated lecture on the physiological activities of oysters, particularly those pertaining to feeding and digestion.

Thursday morning the delegation from Sayville, escorted by the Sayville Military Band, marched to the Main St. dock in Greenport, where they boarded 27 oyster boats awaiting their coming. These craft were newly painted and decorated gaily with flags. The oyster boat *Napeague* of the Cedar Island Oyster Co. won a prize as the best decorated boat in line. She was tastily decorated with flags and cedar trees, which were emblematic of the firm's name. The green of the trees made a handsome appearance with the white hull as a background. Leaving the dock at 11:00 A.M., the fleet proceeded in line to a bed near Jessups Point where the oyster boat *Chas. McDonough* demonstrated the dredging operation. Returning at 2:00 P.M., the delegation proceeded to Oak Grove Park where they partook of a Long Island Shore Dinner, as guests of the Long Island Oyster Farmers.

Long Island News Items

Montauk Has Busy Month

Montauk, at Fort Pond Bay, has been the scene of great activities during the month of August. The week of the 10th found the Atlantic fleet of cruisers and destroyers laying there, and Sunday, the 16th, the Gold Cup races were held at Great Pond. These attractions, owing to the rainy

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Fishing a Pound Net in Chesapeake Bay, off Mathews County, Va.

Va. and N. C. have experienced a great hand line season

By Sandusky Curtis

IT has been a great hand line season. Hog fish, croakers, spots, perch, butter fish, and other finny creatures including flounders have been caught all along the coast and in Chesapeake Bay. Several parties have come ashore with from 200 to 300 fish. Some four foot sharks have been in evidence.

Mackerel are running at Moorehead City, N. C. They are running about ten pounds and some first rate scraps are taking place; later on, those weighing forty pounds will be taken, it is predicted.

Much Interest in Oysters and Trawlers

Preparing for the opening of the oyster season has given the Virginia and North Carolina seafood leaders and companies much to think of. The thought on every mind is, what will the oyster do for the trade?

This is a vital question as the Fall approaches, and with it comes the consideration of the tremendously important part played in the fishing business by the trawlers that operate off Cape Henry, and bring their catches to local ports, notably Phoebus, Hampton, Newport News and Norfolk. So vital a place has been assigned to the trawlers in the public mind that the recent projected bombing of the Mount Shasta, a shipping board steamer off Cape Henry, resulted in a protest at Washington.

It was but a brief space of time before word came that the steamer would be towed farther to sea, and danger of destroying many of fishing grounds was averted.

Net Limits

From North Carolina comes the report that determined efforts are being made to force fishermen to keep their nets within the limits prescribed by law, at Wilkinson Point near New Bern. It is brought out there have been several violations of late, and the law enforcers have been forced to take drastic steps to curb the efforts of a few to get more net limits than the law decrees.

Tagged Fish

Fishermen will be catching tagged fish off the coast soon as the United States Bureau of Fisheries is tagging them along the coast in an effort to find out facts about migration.

Tongues Wag About Tonging

It seems that, like the babbling brook which is declared to go on forever, the tonguing about tonging off Ocean View is not over yet. When the Virginia Commission of Fisheries meets in Newport News, it will be asked to rule on the previously discussed question of whether tonging will be allowed in the so-called Ocean View fishing area this Fall. There has been many pages of testimony read into the records of this case. There has been heated discussion with large gatherings at which it was stated that the practice would be

ruinous, and contrarywise that no damage would be done if clamming was allowed.

In addition it is expected that the Commission will hear pro and con about the proposition to shorten the oyster tonging season on James River and Eastern Shore, the dates being September 15 to Oct. 1.

It may come before the Commission to impose a tax upon hand line fishermen in the Chesapeake section, there being considerable agitation on this subject.

Oystermen Are Organizing

Prevention of price declines in the coming season is one project upon which oystermen have proven themselves "early birds". A meeting has been held to discuss prices so as to stop a drop such as resulted last season in seeds being sold as low as 15 cents per bushel. Out of these discussions action is expected to come which will show that the oystermen are organizing strongly to protect their interests.

O. A. Bloxom is president of the Virginia Oystermen's Protective Association, under whose auspices the meeting was held. T. A. Fowler, member of the general assembly from Warwick county, was on the program, as well as President Bloxom and J. D. Parker of Warwick county.

With consent of the city council of Hampton, the United Fisheries have installed two new 500 gallon tanks at wharves on King street. L. M. Newcomb conferred with the council on this matter, and the permission was granted.

On The Boston Fish Pier

ON August 13, E. H. Cooley, Manager of the Massachusetts Fisheries Association, gave a talk over the radio from Station WBZ. His subject was "The Great Fishing Industry".

Groundfish Die Mysteriously

About the middle of August, the vessels fishing for groundfish in the channel and vicinity usually show an improvement in their catches. However, arrivals at this time this year showed that the fish were unusually scarce, and early in the month large quantities of dead groundfish were seen floating on the surface in that region. Investigation by the steamer *Albatross*, of the Bureau of Fisheries, found no unusual conditions there, and the cause of the death of these fish remains a mystery.

Marlin Swordfish

The trawler *Eleanor Nickerson* brought in a strange fish to Boston, a spear fish or marlin swordfish. It is called a marlin swordfish because of the resemblance of its spear to the marlin spike. The fish was 5 feet long, weighed 20 lbs. and had a 14 inch spear.

Good Catches of Mackerel

On August 21 practically the whole mackerel fleet, numbering about 100 sail, were on the coast of Maine in a stretch of 75 miles from Seguin to Mt. Desert. Recent catches were made mostly off Matineus, and on August 19 there were 19 arrivals having a total of 576,000 lbs. of large and medium fresh mackerel, one of the biggest day's receipts of the year to date.

The receipts of mackerel for the last week in August were 3,032,100 pounds, the biggest week this season. They were all caught on the Maine coast, mostly off Monhegan, where the mackerel appear to be working Southward.

Swordfish Moderately Plentiful

The swordfish fleet have landed moderate catches of fish, and they have come mostly from the Eastward. Some small vessels fishing out of Southern New England ports have landed good catches of swordfish recently.

New Oil Purifiers

The *Gertrude Parker* has installed new oil purifiers, one for lubricating oil and the other for fuel oil. Capt. Landry says they are very satisfactory. They are manufactured by the Diesel Filter Co., Astoria, Oregon.

Steering Gear for Swordfishermen

A new steering gear is on the market for swordfishermen. It is air operated from the look-out on the mast.

The Ball Team

The Fish Pier Ball Team had a successful month in August. On the 13th they defeated Morgan's Furniture 13-1, and on the 21st defeated the Federal Mutual Bank 15-3. They won the championship of the Southern Division of the Industrial League, and in the elimination series they won the first two games, but lost the third to Edison Light 3-1.

Gloucester

champion "Thebaud" may race "Bluenose" at Halifax

By E. A. Goodick

PROSPECTS for a fishermen's race this Fall for the International Fishermen's Trophy, emblematic of the North Atlantic fishing championship, looms large on the horizon right now. Nothing definite has been arranged and nothing has been given out by the American Fishermen's Race Committee. And the only answer to the question "Are we to have another fishermen's race this year?" was the answer from Secretary Wilmot A. Reed: "Well, it looks suspicious."

At the present time there seems to be a strong undercurrent which indicates that there is something behind the suspicions and that schooner *Gertrude L. Thebaud*, American champion which defeated schooner *Bluenose* of Lunenburg, Nova Scotia, two races out of three in the Massachusetts Bay Tercentenary series off here last Fall, will race the Lunenburg off Halifax for the Dennis cup some time late in September or early October.

It is known that the secretary, as well as Frank C. Pearce, chairman of the executive committee, has been in correspondence with the representatives of the *Bluenose* as well as with some of the leading men of Halifax on race matters for some considerable time.

The nature of the correspondence has not been given out although it has been stated that nothing definite has been determined, except that the owners of both the *Thebaud* and *Bluenose* would welcome another contest if the financial returns are commensurate with the costs to the owners of both vessels.

There is no question but what there is quite a sentiment locally for another race between these vessels, the principal consideration this time being the international trophy. There was much disappointment last Fall when the contemplated series at Halifax for the trophy fell through after the *Thebaud* defeated the *Bluenose* off here.

While a month or so ago, there seemed to be little interest in fishing schooner racing, there has been a decided change with the approach of Fall and enthusiasm for another *Thebaud-Bluenose* series has gathered momentum like the proverbial snowball. This year would seem to be the year, for no one portends what the future will hold out for either of these vessels.

Capt. Ben Pine, before he went to Montana some weeks ago, seeking rest and change of climate in an effort to better his physical condition, said that his vessel was ready. However, Capt. Pine has returned from Wetmore Hodges' ranch in the far West, but has not entirely recovered from his serious illness of last year. He is again at the Phillips house of the Massachusetts General hospital, and will be there several days.

Reports from Lunenburg early in the season were to the effect that the *Bluenose* was to be chartered by Thomas Cook & Son, the world renowned tourist agency, to take a party of excursionists away up North for a thrill cruise, but at last reports the vessel was at Lunenburg. Right at the present time, efforts are being made to secure her for exhibition purposes, for the big Canadian exposition at Toronto, but it is feared that she is too deep to get through the Welland Canal.

It is possible, in the event of a race, that it may be held a little earlier in the season than usual. Formerly the first race has occurred on the last Saturday in October, due to the fact that the Lunenburg fishing season does not end usually until October or later, but as the *Bluenose* is not fishing this season, earlier dates for a contest could be easily arranged. It is figured that late September or early October would be more agreeable for tourists, and would attract more people to Halifax to witness another battle between these marine gladiators.

Naturally it would be desirable to have some tuning-up brushes locally, and the suggestion has been made that the schooner *Elise*, now under charter to the Sea Scouts, would be available as a trial horse, and possibly some of the larger craft at Marblehead.



The "Corinthian", owned by Gorton-Pew Fisheries Co. of Gloucester. Equipped with a 16-cell Exide-Ironclad Battery.

Built "Wanderer" to Test Worth of New Devices

There are all kinds of hobbies in the world, but one of the most unique is that of Robert W. Allen, wealthy manufacturer of New York City, who with Mrs. Allen, is staying at The Tavern. His passion for research in the science of mechanics has led him to have built the second edition of the boat *Wanderer*, which is controlled entirely from the pilot house, and possessing Maierform hull and Oertz rudder, brand new to boat construction in America. The lines of the *Wanderer* are otherwise similar to those of a trawler. Mr. Allen's first craft, the original *Wanderer*, was built by the James F. James yard at Essex, in 1923. It was an auxiliary schooner, 139 feet overall, but because its necessary spread of canvas demanded a larger crew than its owner desired, he soon sold it to a fishing concern.

Last September he had the same builders begin on the present craft whose dimensions are 103 ft. overall, 22 ft. wide and 14 ft. hold. Its displacement is 169 gross tons. The planking is three inch light oak, the ceiling five inch hard pine, with heavier frames than those of trawlers.

The Diesel engines are high speed Eliot compensated electric drive, only used thus far in submarines because they carry more overload than the ordinary interpole and allow slowing down the main engines while at anchor. They will generate 750 revolutions per minute, while the main motor will turn the wheel at 180, is 70 inches in diameter, 126 pitch and has a four blade wheel. An open front switch pole can be used with but 125 volts since each generator is coupled to an armature instead of in series. The advantage of the new hull and rudder is to retain a greater percentage of its speed no matter how hard driven.

The pilot house contains an automatic steering device, a gyroscope compass, and various meters, indicating the quantity of oil, and other data relative to the engine's conduct. As Mr. Allen stated, an automobile engine has no engineer under the hood, since its reactions are controlled from the switchboard, and likewise it seems reasonable that a boat should not need anyone in the engine room. The Monel tanks can contain 12,000 gallons of fuel oil, 2,500 gallons of lubricating oil, and 3,000 gallons of fresh water. Such a supply will give them a 10,000 mile cruising radius.

The entire craft below the main deck is artificially lighted and ventilated. In the forward quarter are four bunks, while there is an equal number aft for guests. The galley boasts a Frigidaire from L. E. Smith Co., who did the plumbing. The J. J. McLaughlin Machine Co. installed the tanks, and Gorton-Pew employees installed the machinery.

The *Wanderer*, with its owner and his technicians, expect to voyage along the Government course off Provincetown next week to prove what the craft can do in speed and in other qualities of great interest to local fishermen.

Salvage Dories and Drums from Sunken Sworder

Schooner *Albert D. Willard*, of this port, arriving at Boston recently, had on her deck the dories and 10 drums of

gasoline salvaged from the wreck of the schooner *Albert W. Black*, sunk on Georges August 13 by a Swedish-American liner.

According to Capt. Frank Rose of the *Willard*, both vessels were close together when the crash occurred and it was a question for a few moments whether the *Willard* or the *Black* would be sunk.

The steamer crashed through the *Black*, the men barely escaping to their dories. Then the fog shut down and not a sound or trace of anything could be heard or seen by the men on the *Willard*. The floating dories, discovered when the mist cleared, indicated to them that the men had been drowned, for the crew of the *Willard* had not witnessed the transfer of the men from their dories to the liner, and the liner had gone from view by the time the fog cleared.

Capt. Rose set about to pick up the dories, gasoline and other wreckage of value, then headed for Boston where he first learned that the *Black*, out of Portland, where she is owned, had not lost a man.

The *Black* is a sister craft of the *Willard*, both having been built from the same model and were each owned by the same person in Portland before the *Willard* was sold to local parties.

Local Swordsman Goes Down on Georges

Word was received here by the United Fisheries Co. that



The dragger "Rainbow" built by J. F. James & Son, Essex, Mass., for J. O. Brigham of Dorchester, Mass. Her skipper is Capt. Cleary. She is 100 ft. x 22 ft. x 10½ ft., has accommodations for 12 men and has a hold capacity of 100,000 lbs. She is powered with a 200 h.p. Atlas Imperial Diesel engine. Winch, gallowes and bollards are New England, hoist is Hathaway, generator is Diehl, batteries are Edison, propeller is Hyde, steerer is Edson, stove is Shipmate, compass is Ritchie, shaft is Tobin Bronze and clutch is Kinney.

the local swordfisherman *Vasco da Gama*, Capt. Peter Strescino, had been burned and sunk in an explosion and fire on Georges.

Particulars were lacking as to the cause of the vessel's loss, but a wireless received by the Bay State Fisheries Co., from their beam trawler *Mist*, stated that the Gloucester craft caught fire and all of her crew had been taken on board the *Mist*.

The *Vasco da Gama* was a practically new vessel, having been built in Essex in 1928. She had been offshore dragging and swordfishing. The craft was valued at approximately \$40,000.

"Ingomar" Barely Escapes Being Hit by Liner

To be nearly run down by the White Star liner *Majestic*, with excursionists on board returning from its week-end trip to Halifax, was the substance of a thrilling experience related by Capt. William Goodwin and his crew of 20 men on board the schooner *Ingomar*, which put into Pubnico, Nova Scotia.

Capt. Goodwin states that the craft was anchored at the time on Brown's Bank in a dense fog and fortunately was swung by wind and current in such a way that the schooner was heading parallel in the same direction as the *Majestic* was steaming and that was all that saved them from collision.

Close Thacher's Compass Station

Rear-Admiral Louis M. Nulton, commandant of the first naval district has sent out a letter notifying shipping interests that the government intends to close at midnight

September 30 naval radio compass stations, including Thacher's Island.

Other places ordered closed are: Cape May, N. J., Poyner's Till, N. C., North Island, S. C., Point Hueneme, Cal., and Fort Stevens, Oregon.

The personnel at each station will be transferred to some other line of duty in the communication service.

Three men are on duty at the Thacher's Island station.

Federal Survey of Harbor and River to Start

Local fishing and maritime interests will be pleased to hear that the survey of the inner harbor and the Annisquam river toward which the Maritime Association of the Chamber of Commerce with other organizations has been working for the past four years, is soon to be undertaken. It is expected that the work will last three months or more and some eight to twelve men will be employed on the job.

The purpose of the survey at this time is to determine the exact extent of the work necessary and the cost to reduce to a level of 18 feet below mean low water certain ledges in the inner harbor that have been causing trouble, and in determining the amount of work involved and the cost of deepening, widening and straightening the Annisquam river throughout its entire length in order to permit more free and safe navigation. In the last Rivers and Harbors Bill, Congress provided an appropriation of \$8,000 for this work.

Noank, Connecticut

By Neil Morrison

FISHING schooner *Catherine* with Capt. Bert Ford in charge has ended a good swordfish season and has caught about 62 fish. This is her first try at swordfishing, and she will not go back to dragging. The *Catherine* carried a crew of four fishermen.

Capt. Dunard Main of boat *Spike* got in a lobster pot a perfect blue lobster that weighed 3½ pounds. This is the second blue lobster caught this season off in the Race near Fisher's Island.

Capt. A. Banks of boat *Ada Shara* and mate George Banks came into Packing House dock after catching several barrels of flat fish, and on deck they had a monster Northern stingray that weighed 250 pounds and was 10 feet from side to side across the back. It had a tail 8 feet long. Over 250 people crowded the dock to see the queer fish that was swinging in the air from the mast. It is the largest stingray ever brought into the Indian Village. The tail is poison and not many years ago a fisherman from Stonington died from blood poisoning by getting hit with a tail from a Northern stingray.

Capt. Elmer Hewitt has sold his fishing boat *Ethel H.*

Joe Singer, Jr., has shipped on boat *Thelma T.* for mackerel fishing.

Bruno Bracci has shipped on lobster boat *Doris M.*

Little mackerel have struck on around Morely Point and Capt. Orlando Clark recently came in with 400 mackerel.

Martha's Vineyard Fishermen Baffled by Unusual Conditions

By J. C. Allen

THE month of August in these latitudes has been about as remarkable a period as any Vineyarder ever saw. The weather, action of the fish and even the ocean itself all appear to be effected by some unusual force. Perhaps the scientists have an explanation for all these things but the fisherman, who shapes his course according to the limits of his natural knowledge and experience, is more or less baffled by the things that he observes about him.

The luck has been normal in most respects. Perhaps there has been a slight shortage in swords and lobsters, but it has not been particularly great. The trap catch has been confined principally to mackerel and butters, schools of the latter showing up at varied intervals, and the former hanging around the island throughout the month, and running to all sizes from the dimensions of a mosquito on up.

Flukes

Flukes have not run quite as well as they did a year ago and they have seemed to hang to the outside waters. The best hauls have been made on the ocean side of the island and the fish have been very large as a general thing.

Hand-liners

The hand-line fleet operating in this vicinity have encountered rather streaky luck from the beginning. June was a very good month as far as the catch was concerned, and the boats had the best hand-lining in years. But prices were very low. August brought rather better prices, but the luck fell off nearly fifty per cent, and yet there were plenty of fish, apparently.

Lobsters

The lobstermen have had some very good and very poor luck. There have been times when the lobsters appeared to be more plentiful than common, and potted well. And then they would simply refuse to pot for days at a time. Sam Cohoon, Woods Hole shipper, stated that never before in his experience, had his market been short of lobsters during August, but there was one week when he couldn't get enough to supply his trade. They picked up right after, however, and the price boomed, more than that, there was a remarkable increase in the number of eggars taken. But they seem to be shedding all the time and the August catch contained many paper-shells with a comparatively small percentage of the very hard-shelled lobsters that are generally expected at this time of year.

Some claim that this condition is due to an excessive supply of natural feed that causes the lobster to grow unnaturally fast and to shed oftener, but the whole system of fisheries is the same in the respect that it has acted unnatural.

Bait Unusually Plentiful

Our oldest inhabitants declare that they have never seen all varieties of bait so plentiful around the island. The sea has been alive with it during the entire month. But there have been very few of the bait-chasing species of fish taken, such as blues, striped bass and the like.

Blue-fish

The blue-fish didn't really strike until the very last of August, when the Vineyarders took the first real catches of the season, and it was the same with bonita. These fish were reported to the Westward of us at about the same time.

Tuna

But there have been quantities of tuna and these fish have been trapped in quantities for the first time in the history of Vineyard trap-fishing, besides being taken on drails almost every day in the month.

Whales have been reported close inshore on several occasions but very few sharks have been seen and almost no Southern fish in spite of the prevailing hot, sultry weather that has prevailed throughout the month.

Thousands of Dead Fish Off Georges

The climax of this series of odd occurrences was the discovery of thousands of dead fish adrift on the edge of Georges Bank where our fleet of draggers and sea-scallopers congregate. There have been some wild theories advanced such as the suggestion that the sea-scallopers had dynamited the



The "Ellen T. Marshall", owned by the United Fisheries Co., Gloucester, Mass. She is equipped with Willard batteries.

grounds to kill the fish and thus keep the draggers away. Most fishermen call this plain hokey, declaring that no vessel owner would carry dynamite enough to have killed such a quantity of fish anyhow, and stating too, that such explosives seldom actually kill a very large percentage of fish, but merely stun them. Whatever it was, they were killed, and it looks as if the scallops had been effected too, for they don't keep as well as they did before. Earthquakes have been suggested, and the reports of blind breakers coming in on a calm sea along various sections of the coast, seem to support this theory.

Fine Fall Season Expected

Right now, with the last of the month passing astern, things look like a fine Fall season all along the line. The water is warm, and these valuable fish mentioned have struck, and if we don't get any tough blows all hands will finish in a blaze of glory.

As a matter of fact, the past week preceding the writing of this report has seen an improvement in all quarters. Capt'n Horace Hillman brought in a trip of 112 swords, said to be the biggest landed at Boston this season. The biggest hauls of bonita, butters and blues were also made in this same week.

Inspectors Condemn Over 100,000 Pounds of Lobsters

Not too much news along shore. The inspectors of fish in Boston have been doing some good work during the Summer in condemning dead lobsters. Our representative, Capt'n Ernest J. Dean, teamed up with the State Inspector, Arthur Millett, on this thing and the inspector shipped us a few figures a while back covering the period from April 20 to July 20, when the Eastern receipts slacked up for a while. The total amount of lobster condemned in Boston during that period was 107,141 pounds which is quite some lobster. This activity, which is in excess of anything of the nature previously known, was the direct result of Representative Dean's introduction of the "dead lobster bill" last Winter which was aimed at the prevention of the sale of dead lobsters, either cooked or uncooked.

New Equipment for Vineyard Shipbuilding Co.

Erford Burt and Bill Colby who operate the yards and shops of the Martha's Vineyard Shipbuilding Company at Vineyard Haven, have put in new tracks, new cradles and an electric hauling plant. They are about to put up a new storage shed, larger than any in the yard.

Manuel Swartz Prepares for Busy Season

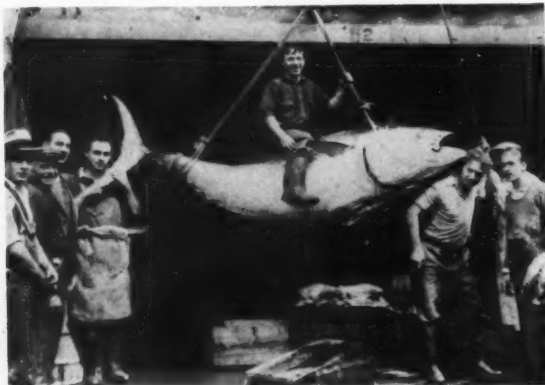
Manuel Swartz, designer of destroyers, dreadnaughts and dugouts, not to mention dog-houses, hasn't made known his plans for Winter as yet, but he has reported as cruising through all the woodlots and orchards on the island, cutting knees, which looks like a busy season for Manuel.

With the Vineyard Fishermen

Capt'n Ben Cromwell, of Vineyard Haven, who ordinarily puts in his time selling hardware, worked at fitting out for a sword-fish cruise for two months, then planned on sailing for two weeks more, and then went off-shore and missed two fish that were said to have been two feet wide across the back. Ben returned in deep disgust and made remarks to the effect that he was not cut out to occupy the pulpit.

Will Mayhew of Chilmark, who has followed the cod for ninety years more or less in Spring and Fall, gets livelier every time it breezes Nor-west. Will can shuck off twenty years about as quick as any man living when the time comes for cod to bite.

Rod Cleveland, whose weather predictions are always wrong, says that this Fall will be the toughest in years. All hands are making plans to keep their gear in late.



International News Reel Photo.

A giant tuna caught off Provincetown by Sandy Corson of the "Julia". Capt. Mike Schula, skipper of the "Julia" is shown astride the 900 pounder.

Provincetown Has Boom Season for Horse Mackerel

By J. C. Johnson

THIS has been a boom season for horse mackerel caught in the Provincetown traps. Close to 100 jumbos have been landed and most of them shipped to New York, the price averaging 10c per pound. Capt. Frank Raymond's catch, weighing 690 dressed, is the record 1931 horse mackerel. Capt. Joe Silva and crew got nine in one trip to the traps, totalling 4,550 pounds. There has always been a demand for local horse mackerel in Fulton Street market.

Anglers among the Summerers are keen to know the best places to try their luck with rod and reel, hoping to best Zane Grey's 758-pound record tuna catch.

Butters and Bluebacks

After a tough Winter and fair Summer, the situation brightened the middle of August with the big schools of butters encountered. The *Cormorant*, Capt. Needham Rogers, landed one haul of 261 barrels, mostly butters, caught on White Bar grounds off Race Point. Bluebacks are running good, but numerous dogfish have curbed this fishing. James M. Burke, Capt. Ted Newcomb, got 115 barrels of bluebacks in one trip.

Crowds View "Man-eating Shark"

A 2,000-pound, 17-foot nursefish, ballyhooed as a "man-eating shark", is attracting large crowds of Summer visitors who pay 10 cents to view the fish. The first caught here in many years, the nursefish was taken from a harbor trap after Capt. George Brier and his crew had waged a strenuous fight with marlinspikes and axes for fifteen minutes.

Swordfishing Fleet Had Good Season

The Provincetown swordfishing fleet is returning from Block Island with happy reports. All boats did well. The *Jessie Dutra*, Capt. Joe Frade, landed 17 swords on the 11th at New Bedford. The price went to a maximum of 28c.

New Bedford Displays the Largest Black Bass on Record

By J. J. Killigrew

THE world's largest black bass is on display in New Bedford. It weighs 12¾ pounds, and measures 29 inches in length and 20½ inches in girth. It was taken from Lake Apopka, Florida. The weight and measurements of this giant of his species were checked by the American Museum of Natural History and exceed all records by three pounds.

Quahog Business Developing

New markets are being opened for quahogs which are removed from the shells and shipped in a chilled or frozen state. This method of handling them effects a big saving on freight charges, and permits shipping profitably over great distances. It also makes possible developing and supplying a year round demand.

An Important Fishing Port

New Bedford is an important port for scallops, swordfish and mackerel. Half of the Massachusetts shore scallop catch goes through this port. The quahog industry will become one of increasing value.

New Bedford Skippers

Capt. Domingoes of the schooner *Sea Rover* is back after a long visit to his native home in Portugal, this being his first vacation in 15 years. He will take command of the *Sea Rover* and ship his old time boys who have been with him for many years. Bill Grimshaw will go as cook. Capt. Domingoes has always been rated as a high-liner, both here and in Southern waters. He is well-known in New Bedford, and was warmly welcomed on his return.

Capt. Sandy Smith, skipper of the *Wamsutta* has gone home to Newfoundland for several months, to visit his relatives. Robert Swain is taking command during his absence.

Capt. John Williams of the schooner *William H. Killigrew* shipped a new crew after being tied up three weeks.

Capt. Louis Vincent recently brought in 39 swordfish. On the following, and his last, trip for the season he brought in 7. He has had a very successful season, and is one of the highliners, as is also Capt. Manuel Sylvia.

Capt. Fred Nicodemus has made several trips on the *Almanac* since he took command, and is doing well.

Capt. Don Sparrow in the old *Mary* made several fine trips in August.

Sword Fishing Fleet Doing Well

102 swordfish were brought into New Bedford recently by five boats. *Emily H.* headed the list, 36; *Anna*, with 26; *Dagmar*, with 16; *Jessie Dutra*, with 17, and *Sagittarius*, with 8.

Dragger "Delia C. Smith" Sinks

Captain Michael Smith, veteran of the sea and six members of his crew of the *Delia C. Smith* saw his craft go down 30 miles Southeast of Round Shoals, carrying all their possessions and about 5,500 lbs. of fish. The men were hardly able to reach the side of the dragger *Isabelle* which had her in tow when she sank. Discovery that the vessel had sprung a leak near the stuffing box made Capt. Michael Smith blow a distress signal on his whistle. The dragger *Isabelle* swung about and took the damaged craft in tow with a short tow line heading for Nantucket.

The crew remained on board her, working the pumps in a futile effort to keep down the rising flood of water. After being towed six hours, she finally listed and sank. The men quickly took to their dories. Capt. Edmund Burt, also a New Bedford skipper, was in charge of the *Isabelle*. The *Delia C. Smith* was built in Friendship, Maine, in 1926. Her dimensions were 72 feet long, 18 feet beam, and 8 feet in depth. She was equipped with a 100 h.p. engine and rated 59 gross tons and 21 tons net.

"Constitution" Draws 2,955 People in an Hour

A good share of New Bedford went aboard the U. S. S. Frigate *Constitution* the minute the lines were opened. A hundred thousand persons have visited the ship since she left Boston. Visitors also had a chance to board the U. S. mine sweeper *Grebe*, which had a berth along side of the *Constitution* at the end of State Pier at New Bedford.

Maine Lobstermen Hold Mass Meeting

By Alfred Elden

REPRESENTATIVES of the 4300 lobster fishermen in Maine have just held a mass meeting at Rockland which was presided over by Director H. D. Crie, of the Sea & Shore Fisheries. The present plight and needs of the lobstermen were recited to three members of the Maine Congressional delegation—Senators Frederick Hale and Wallace H. White, Jr., and Representative John E. Nelson.

Smackmen and dealers joined in the conference and agreed that the industry in Maine can be saved only by having a uniform legal length or by Interstate Commerce legislation. This idea was advanced by Representative A. C. McLoon, of Rockland, himself one of the largest lobster buyers and dealers in the state, and was endorsed by the fishermen.

The latter who have in Winter received as high as 75 cents a pound are now being paid only 20 cents a pound which does not enable them to meet expenses. A further menace is the increasing traffic in duty free Canadian lobsters and in the shipment of Canadian lobster meat.

James Rich, a Reading, Pa., banker, made an impassioned plea to the Congressional delegation in behalf of and for the fishermen. The matter of a tariff on Canadian lobsters was also discussed. Senators Hale and White and Representative Nelson said frankly that there would be no prospect of tariff legislation at the coming session, but that an Interstate Commerce law, prohibiting interstate or foreign shipments of lobsters less than 10½ inches in length would stop 20 to 40 per cent of the Canadian competition.

Edward C. Moran, Jr., twice the Democratic candidate for governor, was outspoken in favor of a tariff on Canadian lobsters. Director Crie said after the meeting that the plan for a uniform measure already has the support of Massachusetts, Rhode Island and Connecticut, and that he will go soon to New York for assistance.

Mackerel Abundant

It has been probably 30 years or more since mackerel have been so abundant on the Maine coast. The Boston mackerel fleet during the last week in August caught over three million pounds, mostly off the islands of Seguin and Monhegan. The mackerel now appear to be working Southward. Tack mackerel, which are about three to a pound and last year's brood, have been plentiful all along the coast. They are about nine inches long. The presence of these fish augurs well for the catch of mackerel next year.

Large schools of mackerel a little bigger than tinkers struck around Quoddy in mid August and filled many weirs. They have not been so plentiful in many years. As there is no market in the vicinity for other than small quantities the weir owners regard them as a decided nuisance. One weir is said to have more than 65 hogsheads impounded, so it is quite natural for the fishermen to feel that they are preventing the sardine herring from entering the weirs at many points.

Four seiners of the Portland fleet returned from sea August 20 with the season's biggest total haul of fresh mackerel—104,000 pounds exceeding by more than 25,000 pounds the best previous season's catch. Captain Charles Train, of the *Pofisco*, took honors for bringing in the heaviest single catch with 45,000 pounds. The *Elinor* and *Jean*, Capt. Otis Thompson, had 35,000 pounds. The *Reliance* had 16,000 pounds and the *Njorth* 8,000 pounds. The fish were all seined in the vicinity of Monhegan Island.

Captain Charles Train, in the *Pofisco*, followed up his 45,000 pound catch of mackerel the next day with 50,000 pounds which is the record for mackerel landed by one vessel at Portland this season. On the two trips the *Pofisco* earned \$3,000.

Codfish at Deep Hole

Line fishermen at Lubec have been "pegging" some fine big codfish in what is known as the Deep Hole, a fishing ground small in area near Campobello in the center of the main Passamaquoddy river. Large numbers of cod

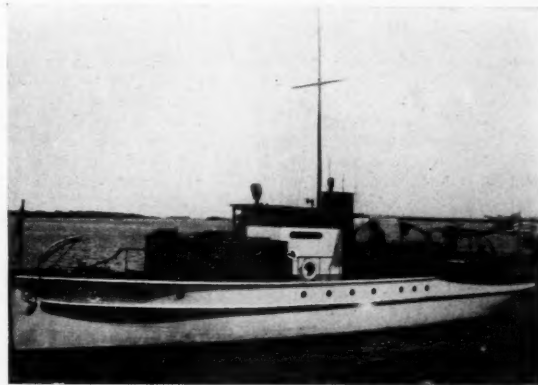
weighing from 40 to 60 pounds have been taken. They were ideal fish for curing.

Gloucester Seiner Wrecked

The Gloucester seiner *St. John* struck on Black Rock August 30 in a heavy fog and will probably be a total loss. She was owned by Benjamin Curecu and commanded by Capt. Gus Demetri. As she bid up on Black Rock she was driven far in by the waves where she cradled between two ledges. Sister craft went to her aid, but they could not budge her. The *St. John* was but two years old and estimated to be worth \$20,000.

"Nova Julia" Aids "Mitchell"

The Gloucester fishing schooner *Nova Julia*, which rescued and brought to port the survivors of the wreck of the Halifax-Boston passenger plane off Gloucester August 27, was engaged in rescue work again when she attempted to



The U. S. Navigation Inspection Motorboat "Siwash" on her annual trip to Eastport, Me., harbor, the latter part of August.

haul another Gloucester schooner off the rocks at Monhegan.

Swinging out to permit the mail steamer to enter the port, the *Clarence B. Mitchell* grounded on Smutty Nose, a small rocky island, and an ebbing tide left her high and dry.

Capt. Leo Favoloro of the *Nova Julia* ordered a line made fast to the grounded vessel and tried unsuccessfully to tow her off her dangerous position. While the *Mitchell* listed more and more as the tide fell, a four-inch cable was rigged in such a way that it prevented her from falling, and her crew of 12 men sought refuge on other vessels in the harbor. The *Mitchell* was floated on the high tide at midnight.

Hand-liners vs. Gill-netters

That bloodshed has not followed a feud of long standing between hand-line local fishermen around the Sheepscot River—Boothbay Harbor region, and the Italian gill-netters out of Portland, seems miraculous. For years the hand-liners have resented the presence of the Portland fishermen in what they seem to consider their own waters. Net-buoys have been cut away and nets themselves either slashed and ruined or lifted bodily and made away with.

In mid-August Captain Antonio Raduano, of the gill-netter *Santino II*, upon visiting his nets on Kettle Bottom grounds about 22 miles East of Portland Lightship found them slashed and buoys cut away. He recognized a local boat near by and when he approached claimed he was met with a barrage of stones. He said his nets were worth \$1,000 and he recovered them only after dragging for several hours. The *Elizabeth B.*, another Portland gill-netter reported damage to its gear.

Captain Raduano declared that during the 10 years he had fished out of Portland he had lost no less than \$20,000 worth of gear from the enmity of the Eastern coast fishermen.

Cut Trip Short

Captain Clarence Turner, of the schooner *Barbara*, sword-fishing on Georges, cut short his trip after taking five fish and made a quick run back to Portland to land Carl Smith of Harpswell. Smith was taken to the Marine Hospital suffering from a dangerously ulcerated tooth.

Capt. Thomas Still High-Liner

Captain William Thomas, who at 73 recently started sword-fishing in his new schooner *Shannon*, after making two or



The "Avalon", owned by Capt. Chas. M. Harrington, Little Creek, Del. Built by Chas. R. Marvel & Co., Seaford, Del.

three good trips was forced to lay off with a sore leg which he injured on his vessel. Captain Irving Hamilton, several years mate of the *Lochinvar*, took the *Shannon* out for one last trip on Georges. Although the oldest skipper out of Portland Captain Thomas on his last trip ranked as local highliner and took out 37 fish which shared more than \$2,000.

"Albert W. Black" Sunk

Schooner *Albert W. Black*, of Portland, lying in a fog on Georges, was rammed and sunk by the Swedish-American liner *Gripsholm*. Captain Levi Eastman and the entire crew were saved but there were two or three thrilling incidents before the rescue was effected. The crew consisted of Edward Webber, his two sons, Edward, Jr., and Walter; Sandy Sanders, Nathaniel Eastman, Percy Davis, all of Portland; Carl Clark of Vinal Haven and an unidentified man from Cundy's Harbor.

The *Albert W. Black* was built in 1892 for Harvey W. Black, of Orrs Island and named for his son. Her last owner was Captain Granville Johnson, of Portland, who was planning to assume command on her next trip. The vessel was 72 feet long and had a gross tonnage of 54. She was valued at about \$7,000 but was insured for only \$1,000. The men lost all their personal belongings and 11 swordfish totaling around \$500.

An Eleven-Foot Shark

An 11-foot blue shark or swindle-tail weighing 400 pounds was brought to Portland by three Five Island brothers—Chester, Alfred and Earl McMahan. They caught it using a big shark hook and lobster warp and it put up a fierce battle. It required a slug from a 38 calibre rifle finally to quiet it. The brothers say they have seen the same vicious shark upon several occasions chasing the schooling fish like mackerel and herring. The Portland markets have absorbed quite a large number of mackerel sharks this season paying about five cents a pound. Those who have ventured to eat a steak from the sharks say they are superior to swordfish. Fully as tasty and not so dry.

Lobsters via Airplane

One of the most radical experiments in transporting live lobsters was tried out in mid-August, by the A. C. McLoon Company, of Rockland. For the first time a commercial

shipment of crustaceans, 600 pounds, was taken by airplane from Shediac, N. B., to New York and then back to Rockland. The flying time to Rockland was about two hours for the 300 miles. By smack it would have taken four days and by train 20 hours. Lobsters shipped by the latter method are packed in ice in barrels and upon arrival are placed in the cars but the death rate is high.

The shipment was made clear through to New York to see whether it would be possible to receive Maritime Provinces live lobsters there in a condition which would permit reshipment alive to Baltimore, Washington, Chicago and other distant markets. When taken out at Rockland the crustaceans seemed to be in excellent condition. If the experiment is deemed absolutely successful large seaplanes will undoubtedly be engaged in the regular transport of Nova Scotia and New Brunswick lobsters via air to Boston and New York. Capt. James Hennessey who piloted the plane said he could easily have carried 4,000 pounds of lobsters and believes such trips can be made regularly on scheduled time.

Biology Station Closed

The Marine Biology Station of the University of Maine, situated at what was formerly the U. S. Government coaling station at Lamoine, closed in mid August for the season. The course consisted of the classifying and observing of all plant and animal life to be found around adjacent shores. Although the class was small it is believed that it will be much larger another year.

"Sylvina Beale" and "Hazel Leah" Commissioned

Two of the largest motor boats of the Eastport-Lubec sardine fishing fleet were recently sent to Portland to carry fish for the Seacoast Canning Co., which operates one of the largest and most modern plants there. They are the *Sylvina Beale*, Captain Frank Pendleton, and the *Hazel Leah*, Capt. George O. Stuart.

Cooper Dam Favored

Although the investigation into the probable effect of the Cooper Dam has been on but a short time and is supposed to last two years, Dr. Frederick Fish, of the U. S. Bureau of Fisheries, is credited by the Associated Press with saying the dam would injure the herring industry of Passamaquoddy and of the entire Maine coast.

As there are no similar tidal and fish conditions elsewhere in the world which make it possible to consider a precedent or upon which to base a sound opinion, it is hard to understand how such an opinion can be more than guess work—scientific guess work if you like. As I understand it the great majority of the weirs are outside the proposed dam. Only recently one prominent packer told me that if they should build the dam and it prevented a single fish even from passing through the large number of gates provided, there would still be more than enough fish in the outside weirs for all the factories.

A majority of the factory owners on the American side and practically all the fishermen on both sides of the line are strong for the dam. As they put it, why oppose something that would bring at least five or six years of industrial activity through the employment of workmen on the structure a good part of each year.

Companion Evils

In mid August the dog fish drove sardine herring out on the beach at Flake Point Bar, Jonesport, so that they lay in windrows and smothered there. Some of the predatory pups themselves got caught on the receding tide and met a similar fate.

Great harvests of fish are driven up on the beaches and mud flats around Quoddy when the silver hake, that pest to fishermen, strike from outside and pursues the shrimp and herring clear into the edge of the grass at high water mark, leaving them to "ground out" and die. Cooked soon after being taken from the water silver hake are very good food. Unfortunately they grow soft so quickly that they cannot be handled to commercial advantage. So the fishermen find them nothing but a companion evil to the dogfish.

Rockland Shipping Point for Underwood

September 1st found the Underwood sardine plant at Rockland receiving from 650 to 700 bushels of sardine herring daily. The Underwood shipments will be large this Fall for the products of their Jonesport and McKinley factories are sent to Rockland which is their central shipping point. Ernest H. Quinn is supervisor and he has been in the sardine business a quarter of a century, 20 years of that time at the Machiasport R. J. Peacock plant.



Dragger designed and built by W. W. Woods, New Bedford, Mass., for John Haveler, of South Dartmouth. Bridgeport engine installed by Jesse Willey Machine Shop, Fairhaven.

Yarmouth

Hears Discussion

Regarding Lobster Season

By the Lurcher

WHETHER or not it is advisable to change the present lobster fishing season which governs that industry in western Nova Scotia and along the South shore of the province or allow an emergency season for this Fall, was the question well discussed at a meeting of fishermen, held in Rotary Hall, Yarmouth, on the 21st of August. The gathering was a large one and represented fishing districts along some 125 miles of coast line from Port Maitland to the North in Yarmouth County, to Bear Point, to the South in Shelburne County. Edward Doucette, of Wedgeport, was appointed chairman, and at the table with him were Messrs. J. J. Cowie, of the Department of Fisheries at Ottawa, and H. H. Marshall, Digby, Inspector of Fisheries for the Western counties. Among those taking part was A. E. Nickerson, of Yarmouth, who had made quite a thorough survey of the coastline and had asked the fishermen in practically all centers to voice an opinion and also sent a delegation to the meeting of the 21st, in order that the representations of the hundreds of fishermen might be fairly placed before Mr. Cowie.

Mr. Cowie briefly spoke to the meeting and remarked that he was not present to speak, but to listen and hear the opinion of the fishermen and what they considered was best for their interests. He felt, however, that anything which might be done to the best advantage of the fishermen must likewise prove to be the best advantage of the dealers.

Following Mr. Cowie the several delegates were called by the chairman and representatives from many of the sections called for a change of season, stating that it should be made to commence on either December first or fifteenth and continue until May fifteenth. If it was possible, however, for them to have a permanent change they asked that an emergency season be allowed for six weeks this Fall, starting about December first. This they claimed, as did the chairman, who spoke for operators of about seventy-five boats from Wedgeport, was absolutely necessary, for in his district conditions were exceedingly bad. So much so that there were fishermen who were so far in debt to the merchants that it would be quite impossible for them to get further credit and if they were not allowed to fish for a few weeks this Fall, he (the chairman) stated that he would not want to be held responsible for what might happen during the Winter, for every man to whom he made reference was married and all had large families.

On the other hand, there were some fishermen present from other sections who did not agree to a Fall fishing under any consideration for they claimed that what came out of the water this Fall would mean just that many less when the season proper opened in the Spring. The discussion along those lines continued for some time, but as it was a meeting simply for Mr. Cowie, who had been sent from Ottawa to get an opinion as to what was needed, there was no definite decision given that evening.

Another speaker was Mr. George Smith of Boston, who addressed the meeting from a dealer's viewpoint as the industry is seen in Boston. Mr. Smith's remarks were of a very enlightening character and he received a good hearing. He explained the difficulties arising from the subsidized collection boats as used in carrying lobsters from the fishing grounds at the Eastern sections of the Province, but at the same time he reminded the fishermen of the Western section that those fishermen must be allowed to exist as well as at this end of the Province. He also reminded the meeting of the fact that the fishermen of the

Eastern parts were not the severe rivals that the West thought they were, but those from the North shore, as found in Northumberland Straits, were now the real adversaries of the Western Nova Scotia fishermen. This condition, he said, has been brought about by the fact that the Northumberland Strait lobster is a firm sound lobster, quite equal to the lobster caught in these waters, and the shipping facilities, with the large refrigerator cars, for getting the lobsters into Boston, were practically as good as they were from Yarmouth. There was one serious condition, Mr. Smith continued, which the Boston dealer is facing and it is getting worse every year, namely, the shipping of short lobsters. He explained that there were several states in the Union which had no restrictions regarding the size limit of lobsters which may be sent into those states. As a consequence many fishermen were finding there a ready market for their small lobsters and by sending them in they were virtually killing the trade for the Boston dealers for large lobsters in those states.

"Dorothy G. Snow" Repaired

The schooner *Dorothy G. Snow*, fresh halibutting out of this port, is again fishing after undergoing extensive repairs and general overhauling on the marine railway of the Meteghan Marine Railway and Shipbuilding Company.



The "Pauline M. Boland", Capt. Arthur A. Bain, Owl's Head, Me., equipped with a 100 h.p. Fairbanks-Morse, and a 6-7 h.p. Bolinders auxiliary, driving a 3½ k.w. generator; Hathaway winch, gallows, bollards, stern bearing, and clutch.

Halifax, N. S.

By M. Ryan

Groundfish Fleet Busy

STRENGTHENED demand was responsible for increased activity among the groundfish fleet at Halifax during August. The trawlers *Venosta* and *Rayon d'Or* which were undergoing annual repairs were recommissioned followed by the *Lemberg* early in September. With the addition of these vessels all of the five steam trawlers of the National Fish Company are landing regularly at Halifax. The other two trawlers which were already in commission are the *Viernoe* and *St. Cuthbert*.

Mackerel

Mackerel travelling West struck heavily on the Western side of St. Margaret's Bay near Halifax during August. Three cargoes of about 30,000 pounds each were shipped to Boston, one by the National Fish Company and the other two by G. G. Harnish, of Hubbards.

Tuna

Tuna were plentiful in St. Margaret's Bay this Summer and landings were large. This branch of the fishing industry is now being prosecuted at Lunenburg by small boats. Shipments to Boston brought good returns at the beginning of the season but later consignments were too large



The "Virginia and Joan", gill-netter of Gloucester, Mass. 72 ft. x 16½ ft. x 6 ft. draft, powered with a Wolverine 100 h.p. 4-cycle engine.

for the limited demand. As a result some shippers did not receive the cost of sending the fish to the United States.

Herring

Herring were a week late in making their appearance and the catch was not large. Only 50 cents per tub was offered at Halifax for fresh herring as compared with \$1.25 paid at the same time last year.

Quite a lot of herring was imported at Halifax during August from Newfoundland by local dealers. This fish enters in direct competition with that produced by the Nova Scotia fishermen and enters the country duty free. There is a feeling among a great many of the fishermen that this fish should be subjected to a duty. This matter was thrashed out on the floors of the House of Commons at Ottawa a few weeks ago and it was stated that owing to an agreement of long standing between the two countries no duty could be levied.

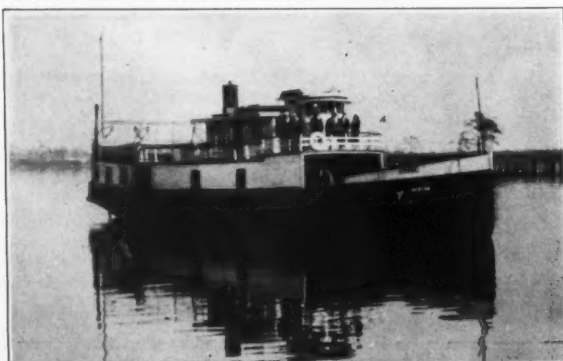
New Lobster Route

Another new avenue for lobsters from the Maritime Provinces to reach Boston is being planned by the Nova Scotia Shipping Company, of Halifax. This is to take care of lobsters landed on the North shore of New Brunswick and a small part of the adjacent shore line of Nova Scotia where the season is now open.

According to the scheme, the lobsters are carried overland to Parrsboro from where they are taken by fast motor vessel to Boston. Previously the lobsters were carried by rail express and the new route is devised to create cheaper transportation.

Salt Tax Causes Dissatisfaction

Many complaints are being heard regarding the recently imposed sales tax on salt. It is pointed out that the price paid at Halifax of \$2.60 per hoghead, including a 5 cent tax, is the highest in history even during the war. It takes from 50 to 60 cents for salt to each barrel of mackerel and with the price of the barrel thrown in there is little left for labor and the wear and tear of their gear.



The "Trenton", steel passenger and mail boat, making daily trips between Elizabeth City and Manteo, N. C., has a 100-120 h.p. direct reversing Kahlenberg engine.

Lunenburg Fishing Fleet is Arriving from the Banks

By H. R. Arenburg

THE schooners *Bruce* and *Winona*, Captain Arnold Parks, and *Shirley B. Corkum*, Captain Foster Corkum, are the first of the Lunenburg fishing fleet to arrive from the Banks. Both vessels were fishing at Greenland this Summer and have returned with good catches.

Reports received from the fishing fleet on the Grand Banks off Newfoundland indicate that fish are extremely scarce on these fishing grounds this season. Some of the catches on a large baiting amounted to only 100 quintals.

"Sunapee" Ready for Swordfishing

The two-masted auxiliary fishing schooner *Sunapee*, Captain W. Richardson, of Indian Harbor, was at the plant of the Acadia Gas Engines, Limited, Bridgewater, for repairs and cleared for the Cape Breton coast on a sword fishing trip. The *Sunapee* is 17 tons register and was built at Tancook about three months ago. She steams 17 miles an hour and is owned by Shatford's, Limited, of St. Margaret's Bay.

Schooner "Hamona" Sold

The fishing schooner *Hamona* of Riverport has been sold to parties in Newfoundland. The *Hamona* was sailed by Captain Aubrey Oxner. She was built at Belliveau's Cove in 1922, and has not been fishing for the past two seasons. Her dimensions are 119 feet, 5 inches in length; 26 feet, 8 inches beam; 11 feet, 3 inches depth of hold, and 119 tons register. Captain Arthur Creaser, Riverport, was the managing owner.

"Hazel and Mary" Damaged by Fire

Fire which started when a lighted match ignited fumes on board the auxiliary fishing boat *Hazel and Mary* owned by the Lunenburg Sea Products, Limited, caused considerable damage, when the boat was about to leave the dock on her daily trip to the fishing grounds. One of her crew was about to light a lantern when the explosion occurred. James Duggan was blown through the companion way to the deck and had both hands badly burned. His companion, William Moir, escaped without injuries. An alarm was rung in but the fire was quickly extinguished by the employees of the Company before the arrival of the fire department.

"Bluenose" Not to be at Exhibition

An effort was made to have the schooner *Bluenose*, Queen of the North Atlantic fishing fleet, taken to Toronto for the Exhibition. The idea, however, did not prove feasible for the reason that there is not enough water inside the breakwater at Toronto to float the schooner and to anchor her outside would not make the venture profitable to the Exhibition Commission.

Lunenburg Vessels

The auxiliary fishing schooner *Barbara E.*, Captain Irvin Eisenhauer, of La Have, has had her machinery overhauled by the Acadia Gas Engines, Limited, Bridgewater.

The tern schooner *Fieldwood*, Captain Harris Oxner, was on the marine railway having repairs effected.

The motor vessel *Mavis Barbara*, Captain Henry Creaser, loaded a cargo of dry fish at Riverport consigned to parties in Halifax.

The LaHave schooner *Charles and Vernon*, Captain Byron D. Getson, which carried a cargo of lumber to Barbadoes from Halifax, is at Turks Island loading salt for M. J. Parks, La Have.

Tern schooner *E. C. Adams*, Captain Howard Corkum, thirteen days from Turks Island with a cargo of salt consigned to W. C. Smith & Co., Ltd., arrived here.

The four-masted schooner *Laura Annie Barnes*, Captain J. L. Publicover, of Dublin Shore has arrived at Bridgewater with a cargo of anthracite coal consigned to E. F. Himmelman & Sons.

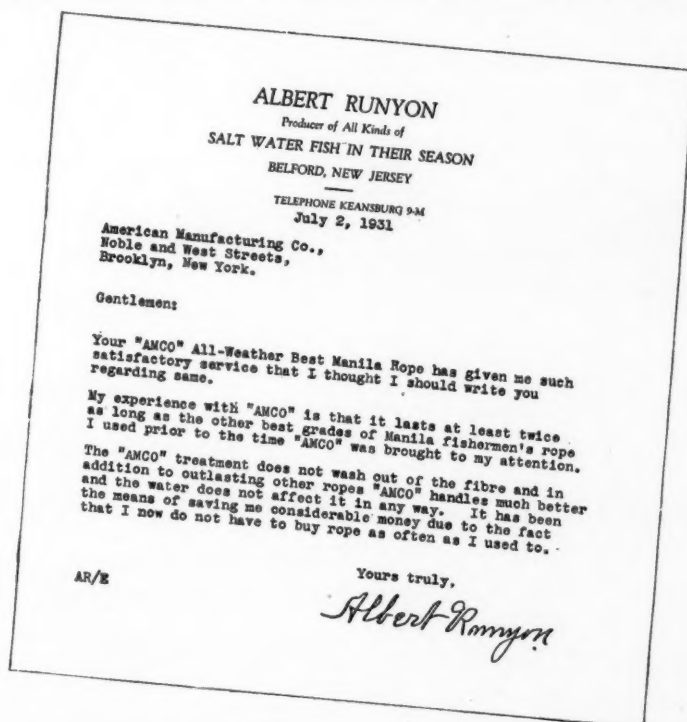
The Norwegian steamer *Heilo* with cargo of Welsh coal for Lunenburg Coal and Supply Company arrived in port from Wales.

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Cape Breton Swordfish Season is now in Full Swing

By Cecil Boyd

THE swordfish season, which of late years has become such an important factor in the Summer fishing operations of the province of Nova Scotia, especially Cape Breton Island and the Eastern part of the mainland, is in full swing. So far as Canso itself and the immediate vicinity are concerned, there has been very little doing in this line. A very small number of fish have been taken. In



The "Salvatore & Rosalie", of Gloucester, Mass., powered with a 120 h.p. Cooper-Bessemer Diesel engine.

fact, it could hardly be otherwise, as there are very few boats here looking for swordfish. It has become the custom the last few years, and more so each year, just as soon as the swordfish season starts, for practically all the local boats intending to engage in this branch to leave their home port and make for the Cape Breton coast, where this branch of Summer fishing has grown to big proportions. Reports so far received concerning the fleet from this section now operating off various parts of the Cape Breton coast, indicate that some are doing very well.

The number of swordfishing craft trying their luck this year at Glace Bay, Louisburg, Ingonish, Main-a-Dieu, North Sydney, and other points around the Cape Breton coastline is reported to be larger than ever. A recent estimate places the total number in the vicinity of 600. These come from all parts of the Nova Scotia mainland as far West as Yarmouth and Digby Counties, and of course, the New England swordfishing fleet come down every Summer and make one trip off this coast. Several of these have already finished their trip, and calling at Canso on their way home during the past week, have reported good fares. They said that operations outside the three-mile limit, to which foreign craft are supposed to confine their activities, was just as good as within it.

The Charlus Cove fleet of boats are at Cape Breton swordfishing: schooner *Pearl M. Pettipause*, Captain George E. Pettipause; schooner *C. G. Munro*, Captain Vensen Richard; schooner *Nina Clara*, Captain Simon W. Richard; schooner *Albertia*, Captain Fred Levenge; motor boat, *U. N. & I*, Captain Tom L. Richard; *Birtia P.*, Captain Peter O. Richard; *Mildred & Carrie*, Captain John H. Richard; *Stellia*, Captain Jim A. Gerrior.

"Bluedog" Hinders Fishermen

The "bluedog" or mackerel shark was very plentiful on the shore fishing grounds during the middle part of August, and hindered some of the line fishermen at their trawls for a few days. They seem to have ventured further in than usual, one estimated to weigh about 120 pounds having been

killed on the 14th, right in the dock near Whitman's wharf by Collector of Customs E. M. Hurst of Canso, who happened to notice the unwelcome visitor flunning in the water near the wharf, and attacked it with an oar. This is said to be the first time such a fish has been known to enter the harbor waters.

Canso Station Elects Officers

At a recent meeting of the Canso Station of the United Maritime Fishermen, officers were elected as follows:—President, Alfred Hanlon; Vice-President, Austin Haskins; Secretary-Treasurer, Herbert Berrigan; Executive Committee—Wm. Ryan, Robert Meagher, Delbert MacKenzie, Clifford Goodwin, Michael McNeil, Walter McNeary, and Howard Kennedy.

New Plant at Marie Joseph

A new bait-freezing and cold storage plant, under the Federal Act applying to the construction and operation of such buildings, has been erected and successfully placed in operation at Marie Joseph, in the Western end of Guysboro County. Messrs. Bruce and Sutherland, engineering officials of Fisheries Department at Ottawa, and of the Fisheries Experimental Station at Halifax; M. Manson, local Fishery Officer with others of the provincial officers, were present at the opening of the plant. The freezer, in which the local Fishermen's Federation is interested, is situated in the centre of the village, not far from the Turner Brother's wharf and lobster factory.

It is described as a latest model of the brine freezing type, equipped with brine circulating pumps and all modern appliances for mechanical feed, adjustment, and distribution. The plant has a freezing capacity of ten tons, and ice, salt, and cold storage buildings for fish. Besides bait storage, the plant will afford facilities for fish freezing for transportation purposes.

New Brunswick Discovers Two New Scallop Beds

By Chester A. Dixon

TWO new and very valuable scallop beds have been recently discovered in the vicinity of the Murre Ledges off the Grand Manan group of islands at the mouth of the Bay of Fundy, according to Supervisor of Fisheries John F. Calder of Welchpool. One of the beds is about three-quarters by one and one-half miles in area while the other one is somewhat smaller. Both, however, are large enough to give employment to a large number of scallop fishermen. The discovery was made by a Dominion fisheries expedition on the boat *Nova IV*, the expedition having been engaged for some time in searching for new scallop beds off the coasts of Charlotte and St. John counties. The investigation was to have been completed in July but the work is being extended, due to the important discoveries made. The entire area will be thoroughly covered. Capt. Fred Lord of Lord's Cove, N. B., has recently been engaged as pilot for the expedition.

Mackerel Season Is Successful

The mackerel fishing season this year in the Straits of Northumberland was a successful one, with retail prices ranging anywhere from 12 to 20 cents a fish. During the latter part of August large schools of tinker mackerel struck in Passamaquoddy Bay and the sardine weirs in that section of the N. B. coast were infested with them, causing losses to the weirfishermen by the routing of sardines from their usual haunts, and also causing serious trouble to the impounded herring being held for marketing. Silver hake also interfered with sardine weir fishing. Only fair catches of sardines were made in August and with only one factory op-

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Manufacturers of

**Awnings, Tents, Flags, Boat Covers
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All Goods Stored at Owner's Risk

3 & 7 Commercial Wharf Portland, Maine

erating, that of Connors Bros., Ltd., of Black's Harbor, N. B., fishermen found it difficult to sell even subnormal catches.

This year the school of fish seems to be rather limited and larger herring, suitable for smoking purposes have been plentiful at Grand Manan and other places.

A. E. Cook & Co.

A. E. Cook and W. R. Benson, two of Grand Manan's leading fish merchants have recently returned from a trip to Boston, Mass., where they have important business connections. They report that business conditions in general seem to have an upward trend. The firm of A. E. Cook & Co., of Seal Cove, of which the above named gentlemen are members, does a large live lobster business, handling, it is claimed, eighty per cent of the total lobster catch of Grand Manan. The firm owns and operates two lobster pounds, one located at Grand Harbor and the other at Woodward's Cove, the combined capacity of which exceeds 250,000 pounds. The lobsters are bought at Grand Manan and at Nova Scotia, and are shipped chiefly to Boston where the local firm is connected with the Export Fish Co. of Boston.

In addition to the lobster business, Mr. Albert Cook, senior member of the above named firm, does an extensive business of his own in other kinds of fish. This year Mr. Cook introduced an innovation into Grand Manan fishing activities, when



A window display by the Capen Corporation, Eastport, Me., featuring Columbian Rope. Ship model is of the "Columbia".

he bought and cured by the smoking process 10,000 pounds of alewives, the first fish of the kind ever put up at Grand Manan. This product commanded a ready sale in New York and future prospects for increased production along the line mentioned are bright, according to a statement made to the ATLANTIC FISHERMAN, by Mr. Cook. The fish which were of excellent quality, were bought at Machias, Me., and in addition to the smoked product, fifteen hundred barrels of alewives were purchased and cured by the salting process. These also commanded a ready sale.

Mr. Cook employs several hands the year round, and with the handling of lobsters in the Spring, smoked herring and sardines in the Summer and lobsters again in the Fall, the activities at the plant at Seal Cove are continuous and profitable. In addition to the local plant, Mr. Cook also operates a large fish-curing plant at Roger's Island, near Lubec, Me., and at Warren, Me., farther down the coast. Mr. Cook does an annual average business of over \$200,000. The maximum turnover for one year's operations reached the sum of \$250,000.

Mr. W. R. Benson, the other member of the firm of A. E. Cook & Co., lobster dealers, also owns and operates a separate business, in which smoked herring and small cod are handled. The fish are bought heavy salted from the local fishermen and are marketed chiefly in Gloucester, Mass. About three hundred thousand pounds of cod are handled annually, and these are shipped to Gloucester and Portland, Me., by vessels. Mr. Benson has been in business for fifty years and through the excellency of his products, has worked up a large trade, being in a position to fill orders great or small any time of year. Only the very best grade of salt is used in curing the codfish, chiefly Cadiz and Turk's Island varieties. Mr. Benson does an annual business amounting to \$100,000. In connection with the lobster business, the firm of A. E. Cook & Co., sell to the fishermen eight tons of rope annually, and over a ton of twine each year.

Shediac Hopeful of Big Improvement in Oyster Beds

By M. E. McNulty

SHEDIAC folks are hopeful that the present efforts to improve the oyster beds of Shediac Bay will result in enough oysters being obtained within a few years to supply the demand or most of the demand in the maritime provinces, together with the other maritime oyster producing centres. In recent years, owing to the collapse of the oyster fishery all through the maritime provinces, most of the oysters used in the cities and towns of the three provinces are imported from the U. S. In former years, the maritime market was handled almost wholly, and shipments made to the U. S. from the maritime beds. Chief among these were those at Shediac, Buctouche, Cocagne, Caraquet, Shippegan, Escuminac, Malpeque, Summerside, Tignish, O'Leary, Souris, Pictou. The collapse of the beds is claimed to be due to over-fishing, with no regard to season or size.

45-Pound Sturgeon in Miramichi

Fishermen employed by the W. S. Loggie Company, Chatham, N. B., boated a 45-pound sturgeon into the Logie wharf, recently. The fish was caught about 15 miles below Chatham. It is an unusual thing to catch sturgeon in the Miramichi River or bay, and it is believed to have been 15 years since one was caught. The 45-pounder is the largest ever caught in the river.

Herring Sold for Fox Food

As an experiment herring were fed to the growing foxes in some of the Prince Edward Island ranches. It has been noticed that the herring were eaten readily by the valuable fur bearing animals, and that the fish agreed with them. The result has been an increased use of the herring by the fox raisers on the island, also on the mainland of Northumberland Strait. The herring are dried by the sun before being given the foxes. The price for the herring offered by the fox breeders is low, but is better than nothing with the herring plentiful and the market poor.

W. S. Loggie Donates Bronze Tablet

W. S. Loggie, founder of W. S. Loggie Company, fish producers, wholesalers, curers, canners, at Chatham, and elsewhere on the North shore of New Brunswick, was the donor of a bronze tablet, which was recently unveiled in the county court house at Newcastle. The tablet is a memorial to the soldiers of Northumberland County who lost their lives in action in the World War. Mr. Loggie represented that county in the Canadian House of Commons for about 12 years. He is now 85, but active for a man of his years. The tablet was placed on the wall of one of the large rooms in the court house, with the Canadian Legion in charge of the ceremonies.

Baie Ste. Anne Chaplain Transferred

Rev. Albert S. Poirier, pastor of the church at Baie Ste. Anne, and known as a "fishermen's chaplain", for that section of the coast, has been transferred to Baker Brook, Madawaska County, N. B. He was especially serviceable to the salmon netters in their recent battle against the amateur anglers and the Department of Fisheries. Father Poirier took up the cudgels strongly in favor of the fishermen, when efforts were made to hamper them with fathom taxes and shortened season.

Lobsterman Cans His Own Catch

There is one young fisherman living on the North shore of Prince Edward Island, who decided to try canning his own small lobsters. He enlisted his wife and a man who was fishing with him, and they put up 17 cases of the canned lobsters. Sale was made of all at \$27 a case, resulting in \$459 for the fisherman. He looked on that sum as very satisfactory, and intends doing more canning next season.

COMPASSES for FISHERMEN

You will find our compasses on practically all the new trawlers and draggers.

We specialize in
Compass Adjustment and guarantee our work.

Kelvin & Wilfrid O. White Co.

112 State Street, Boston
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Marine Engineers

Crude Oil and Gasoline Engines

Installing and Repairing Marine Electrical Works
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COMMONWEALTH SHIP SUPPLY CO. INCORPORATED

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Groceries, Cordage, Hardware
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Gloucester, Mass.

VESSEL OUTFITTERS

in Marine Hardware

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MARINE HARDWARE

Shipmate
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Red Cloud
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Tanks, Sheet Metal Work, Cooking Utensils,
Sidelights, Plumbing and Heating

L. E. Smith Company, Inc.

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Dealers in
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UNITED SAIL LOFT CO., Inc.

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We take boats directly from the builder and equip them
ready for sea. Boats up to 85 ft. built under cover.

Carpenter Work done in our own Shop.

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ELECTRICAL WORK

Complete Electrical Equipment
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Edison Batteries

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10 Middle St.

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Netting for Every Fishing Use

Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets



Manila Trawls—Flounder Drags
Gold Medal Seine Twine
Burnham's Tarred Lines
Nets, Seines, Traps and Webbing
Complete line of Fittings

*Stocks carried in Boston, Gloucester and
New York*

The Linen Thread Co.

BOSTON
575 Atlantic Ave.

NEW YORK
200 Hudson St., 33 Fulton St.

GLOUCESTER
105 Maplewood Ave.

SAN FRANCISCO
443 Mission St.

BALTIMORE
Lombard & Calvert Sts.

CHICAGO
154 W. Austin Ave.

JACKSONVILLE, FLA.
24 East Bay St.



S. L. Wadsworth & Son's supply house at Eastport, Maine.

Boat Builders and Supply Dealers

MAINE

BAILEYS ISLAND—Jos. H. Lube, wholesale and retail fish and lobster dealer, also carries Colonial gas, and owns and operates three fishing boats.

E. E. Sinnett carries a full line of fishermen's supplies, including cordage, gas, and fishermen's oil skins. Mr. Sinnett has been in his present location for 32 years. He is also a wholesale and retail fish and lobster dealer.

BIRCH HARBOR—Frank Colewell is lobster buyer for this vicinity.

BOOTHBAY HARBOR—Mr. Boyd, of the Boothbay Garage Co., has recently installed two electric Shell oil pumps at the end of his wharf, for the convenience of yacht and fishing boat owners.

CAPE PORPOISE—F. A. Nunan buys lobsters, and is a dealer of Socony gas and oil. Mr. Nunan took over the business from his father 18 years ago, who then sold 100 gallons of gasoline a day. The company today is selling 100,000 gallons a year, wholesale and retail.

COREA—Roy D. Stewart, dealer in fresh and salt fish and lobsters, has over 50 fishermen fishing for him. He is one of the largest lobster buyers in this part of Maine. Mr. Stewart has been at his present location for over 15 years, and carries one of the largest stocks of fishermen's supplies in Eastern Maine, including Plymouth, "Amco" and Whitlock cordage, Linen Thread products, Texaco gas and Carter oil skins, U. S. Paints, marine hardware, and has Standard and Texaco gas pumps on his wharf.

CUTLER—Clarence D. Wallace has been buying lobsters and fresh fish for 22 years. He also carries all kinds of fishermen's supplies, including "Amco", Plymouth, and Whitlock cordage, Linen Thread products, Texaco gas and marine hardware. He owns and operates two fish weirs and several sardine seining vessels. In addition, Mr. Wallace does considerable machine work, repairing and installing marine engines for fishermen in the district. He recently installed a 50 H.P. Kermath for Edgerly Webber, and also rebuilt an engine for Merritt Wright. He is soon to install a Barker engine for Seth Jones, of Lube.

Smith & Dennison Co. has recently taken over the plant of J. W. Beardsley Co., where it will carry on a fresh and salt fish and smoked herring business. Mr. Dennison was plant superintendent of the old company, and brings a wealth of experience to the newly formed concern. Mr. Smith conducts a general store, carrying a full line of fishermen's and yachtsmen's supplies, and in addition owns and operates the schooner *Lillian*, a 65-ton freighter, carrying freight, supplies and sardine cans along the coast. His store handles ice, bait, New Bedford cordage, oil skins and Socony gas. The town of Cutler is fortunate in having these men take over the business. Cutler is located 13 miles off No. 1 Highway from East Machias, and boasts of having one of the very few harbors that are open all Winter, and

There are times when you need more from a rope than you could reasonably expect it to give. New Bedford Maritime Manila will give it. Ninety years of rope-making experience go into it for that purpose.



NEW BEDFORD CORDAGE CO.

Established 1842

General Offices, 233 Broadway, New York
Mills, New Bedford, Mass.

Boston Office, 10 High St.

Chicago Office, 230 W. Huron St.

has never been known to freeze up. This new company will handle Winter haddock.

DAMARISCOTTA—J. D. Morse is building a dragger for Ben Cureuru of Gloucester, Mass. She is 86 ft. long, 18 ft. beam and 8 ft. draft and is to be used in Southern waters this Winter. She is to be powered with a 120 H.P. Fairbanks-Morse, and is to be equipped with Edison batteries, Hyde propeller, Household marine range, Hathaway winch, hoists, etc. Mr. Morse recently launched a 48 ft. cabin cruiser for Beverly, Mass., parties.

EASTPORT—S. L. Wadsworth & Son, one of the oldest supply houses on the coast, are celebrating their 100th anniversary in business. It is said that this company is the oldest house in the world to handle Plymouth cordage, having done so for 100 years. They have a complete line of fishermen's and yachtsmen's supplies, including Arthur James, and Plengër hooks, New Jersey and Lowe Bros. marine paints, Fyreflyer fire extinguishers, U. S. Coast &

Geodetic Survey charts and Light lists, all kinds of rope and Linen Thread products, and Standard gas pumps on the wharf. They have fine facilities for wharfage and docking for yachts and fishermen, with plenty of water at the wharf, even at low tide. E. L. Wadsworth is general manager and Frank T. Wadsworth is owner.

George Greenlaw, boat builder, also sells Buda engines. He recently installed one 2-98 Buda for Dr. Dyas of Eastport, and one 1-98 for Stephen Beals, fish warden of Eastport.

W. E. Berry, general machinist and dealer in Lathrop engines, is now located at Head of Custom Wharf, where he is installing and repairing marine engines. He has been in this business for over 13 years.

Hazen Simpson and Harvey Simpson, located on Custom Wharf, are dealers in Palmer engines. They have installed over 100 Palmer engines in the past ten years. They recently installed a 40 H.P. Palmer in a ferry running from L'Etete to Deer Island. They also operate a ferry from Deer Island, N. B., to Eastport, powered with a 24 h.p. Palmer.

The firm of J. E. Wickerson & Co., successors to S. B. Hume & Son, 2 Central Wharf, is 96 years old. Mr. Wickerson was formerly the business partner of C. R. Stickney. Mr. Wickerson was 35 years in the wholesale fresh, salt and smoked fish business. One year ago he took over the business of S. B. Hume & Son, and they now handle a full line of fishermen's and yachtsmen's supplies, including Plymouth, Whitlock and "Amco" rope, Linen Thread products, Standard gas, 100% Penn. Oil, Carter and Sawyer oil skins, Glidden and Kings paints, Lockport and Boston blocks, coal, grain, and Mustad, James and Plenger hooks, besides all kinds of marine hardware and dried fish.

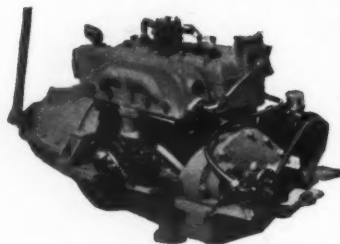
ELLSWORTH—Ellsworth Foundry & Machine Co. do considerable repair work on yachts and work boats and engines in the Mt. Desert district. They have five marine railways, carry a full line of marine hardware, and are dealers for Hyde propellers. C. K. Foster is manager.

FRIENDSHIP—Ed. Brown, machinist, has built many boats for local waters. During last Winter he designed and



A 35-footer, designed and built by Chas. C. Gomes, Sebasco Estates, Me., for Lester Card, of Portland.

PALMER Ford CONVERSION



\$365

Complete with
Motor

There is a Palmer Engine for every boat

YT1—1-cyl.	2 h.p.	F4—4-cyl.	35 h.p.
PNR1—1-cyl.	6 h.p.	F6—6-cyl.	50 h.p.
PNR2—2-cyl.	12 h.p.	NK2—2-cyl.	25 h.p.
PNR3—3-cyl.	18 h.p.	NK3—3-cyl.	35 h.p.
PNR4—4-cyl.	24 h.p.	NK4—4-cyl.	50 h.p.
ZR1—1-cyl.	7 h.p.	NK6—6-cyl.	80 h.p.
ZR2—2-cyl.	18 h.p.	Little Huskie—4-cyl. 15 h.p.	
ZR3—3-cyl.	30 h.p.	Half Huskie—2-cyl. 5 h.p.	
ZR4—4-cyl.	40 h.p.	Power Boy 6—6-cyl. 40 h.p.	
F2—2-cyl.	18 h.p.	P. A. L.—4 cyl.	25 h.p.
F3—3-cyl.	25 h.p.	Green Witch—6-cyl. 150 h.p.	
Ford Conversion—4-cyl.	25 h.p.		

PALMER BROS. ENGINES, INC.
14 Water St., Cos Cob, Conn.

PALMER ENGINES

FABRICA MANUAL de RÉDES de PESCA d'ARRASTO, L.da

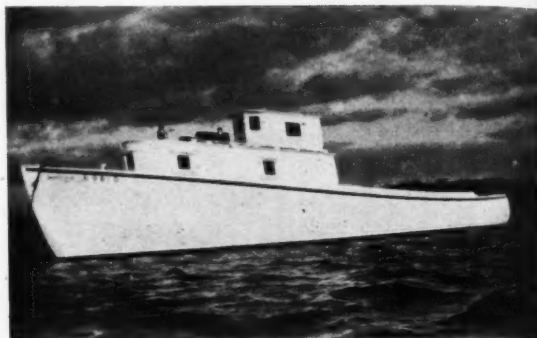
Manufacturer of

**THE ONLY GENUINE PORTUGUESE
NET**

Distributed by

**UNITED FISHERIES COMPANY
GLOUCESTER, MASS.**

Sole Distributors for United States



A 32-footer, built by Winfield Carter, Friendship, Me., for John Seabury of Chebeague Island, Casco Bay.

built 7 sailing skiffs. He also handles hauling, repairing and storing, and is equipped with up-to-date machinery.

J. E. Burns has been building new lobster cars and will start buying lobsters for the wholesale and retail trade. Mr. Burns was formerly in the smack and pound business.

Winfield S. Carter has been building boats for the past seven years in his present location. He served his apprenticeship with Morse Bros. He has built over 20 boats, including both fishing and pleasure craft, some of which were designed by John Alden and Ralph E. Winslow of Boston. During the past year he has completed the following boats: a 26 ft. power boat for Augustus Sweetland of Boston, powered with a Scripps engine; a 24 ft. fish boat for William Delano of Friendship, powered with a Knox engine; a 40 ft. fish boat, with a raised deck, for Willis Brewer, powered with a 25-50 Bridgeport; a 28 footer for Walter Davis of Monhegan, powered with a Roberts marine engine; a 40 ft. cabin cruiser, for fishing and pleasure, for Wilbur Mills; a 38 ft. cabin cruiser, designed by William Atkins, powered with a 24 H.P. Lathrop engine. Mr. Carter is soon to start building a 35 ft. Friendship sloop. He builds up to 70 footers.

Carlton Simmons, dory builder, has recently completed 12 dories for local fishermen.

Fred Winchenbaugh is building a 36 ft. raised deck cabin cruiser for H. C. Curtis, Lewiston, Me., powered with a 58 H.P. Kermath engine. This boat is modelled after Emil Cote's boat of York Harbor. Mr. Winchenbaugh is also building a 30 ft. fishing boat for Cape Porpoise.

LONG ISLAND—E. E. Clarke, Ponds Landing, carries a full line of boating supplies.

MANSET—A. F. Ramsdell does all kinds of boat repairing, in addition to his automobile business. He runs a machine shop and carries a full line of fishermen's and yachtmen's supplies, including Linen Thread products, Drag boards and Standard oil. He is distributor for Westinghouse, storage and dry cell batteries, and Snow & Neally marine hardware.

PEMAQUID BEACH—F. O. Gilbert, wholesale and retail dealer in lobsters and clams, has been at his present location at Old Fort Wharf for 12 Years.

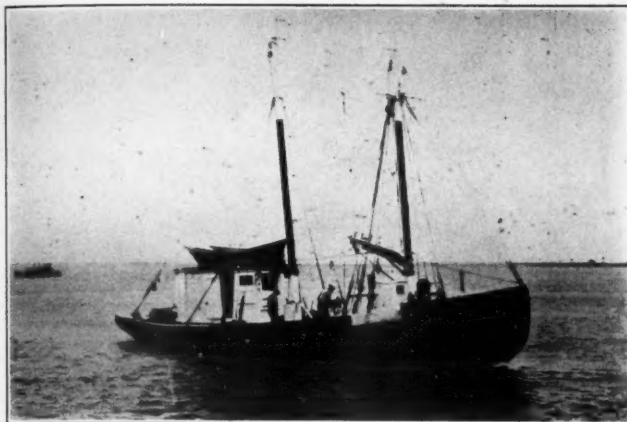
C. M. Kennedy has been adjusting compasses for the past 35 years, from Gloucester to Eastport.

G. R. McLain, one of the oldest supply dealers on the Maine coast, also buyer of all kinds of fish, carries a full line of fishermen's supplies, including Frost and Carter oil skins, "Amco" and Plymouth cordage, Linen Thread products, Goodyear and Goodrich rubber boots and Valvoline lubricants.

PORT CLYDE—Forrest P. Davis, engine dealer and repairman, builds boats up to 40 ft., hauls out for storage and repairs many pleasure boats from these waters. He sells Shell oil products at his wharf. He has installed many Hartfords for local fishermen.

H. E. Davis is the local buyer for Willard-Daggett Co. of Portland. Mr. Davis also handles gasoline and fishermen's supplies.

WOLVERINE



"MASSASOIT"

Capt. Douglas P. Malone, Nantucket, Mass.

"MASSASOIT"

Length 72'
Beam 17' 8"
Draft 9'
Speed 8¾ miles per hour

Propelled by a

100 B. H. P.

"WOLVERINE - DIESEL"

Engine

Catalog No. 135 and Proposals
sent on Request

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

PORTLAND—Fred F. Boyce Machine Co. recently installed a 75 H.P. Fairbanks-Morse C.O. engine in the schooner *Barbara*, Capt. Fred Turner, in place of a 45 h.p. C.O. Mr. Boyce is busy, running a crew of 12 men on a 24 hour service.

PROSPECT HARBOR—Walter Joy, lobster buyer, sells a full line of fishermen's supplies.

ROCKLAND—Lawrence Bros., Lloyd N. and Glenn A., lobster dealers, recently installed a new tank system in their plant, formerly known as the Lawrence Packing Co., where they will deal in lobsters at wholesale and retail. They have called their new plant the Lobster Aquarium. This plant has a capacity of 12,000 bbls. They have a new idea of running water continuously through tanks, with a pipe line extending 500 feet from shore, which will bring fine clean water into the tanks at all times. This concern has its own smack, *Oscar*, powered with a 45 H.P. Lathrop. This lobster aquarium was opened two months ago.

Hunter Machine Co., located on Tillson's Wharf, recently completed their 23rd year in business. They specialize in machine work of all kinds. They recently reconditioned the Mission boat *Sunbeam*, powered with a 125 H.P. Fairbanks-Morse Diesel. They also repaired the local Good Gulf tanker, powered with a 40 H.P. Lathrop. The Hunter Machine Co. is agent for Fairbanks-Morse marine and farm engines, Kohler lighting systems and Fairbanks-Morse water systems. They recently installed one of the latter having a capacity of 15,300 gallons. They employ from 3 to 7 men, and have the very latest equipment for all kinds of work on gas and Diesel engines.

R. E. Philbrook, local Shell distributor, recently took charge of the completely rebuilt schooner *Maravel*, which blew up on the Labrador coast, where it was doing duty for the Grenfell Mission vessel. She was towed from Sidney Nova Scotia, to Rockland, where she was rebuilt into a very fine tanker called *Nomad*. She has a capacity of two 9,000 gal. tanks, to be used in transporting Shell products from Portland and Bangor to Rockland, also to various islands in this district. The remodelling plans were designed by



Fish plant of Smith & Dennison Co. at Cutler, Me. Cruiser taking on gas and supplies is from the Chas. Smith Co.

Ivan Rackliff, and all the work was done by Mr. Rackliff, assisted by Capt. H. V. Lurvey and Judson Crouse. This tanker is powered by two 50 H.P. Winton heavy duty engines. Other items of equipment are Shipmate range and Kohler lighting system.

The North End Boat Shop recently launched a cruiser for Jos. Hoffman for Camden waters. This craft is 42 ft. long, 8 ft. beam, and 2½ ft. draft. She is powered with two 75 H.P. Universal engines and will make 20 miles an hour.

Forrest Maker, boat builder, recently launched for Harold Paulson, of Cape Elizabeth, a 44 ft. boat to be used in gill netting. This boat has a beam of 11 ft. and a draft of 3½ ft., and expects to develop 80 to 90 H.P. Mr. Maker is soon to start a 40 ft. dragger which he designed for Sherman White.

Rodney Feyler, "scallop king", is to build a new addition for his large and growing fresh and salt fish business. The new building is needed to take care of the increasing demand for fresh boat fish, as Mr. Feyler has a number of local fishermen bringing him a big supply of haddock each

HATHAWAY INSIDE STUFFING BOXES

The entire bearing length is of flax impregnated with paraffin. Cannot seize and score shaft.

Prices F. O. B. New Bedford

Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
2"	18.00
2 1/4"	30.00
2 1/2"	36.00
3"	40.00
3 1/2"	56.00

Hathaway Machinery Co.

New Bedford

Massachusetts



**"All right, Steward,
we'll get a SHIPMATE!"**

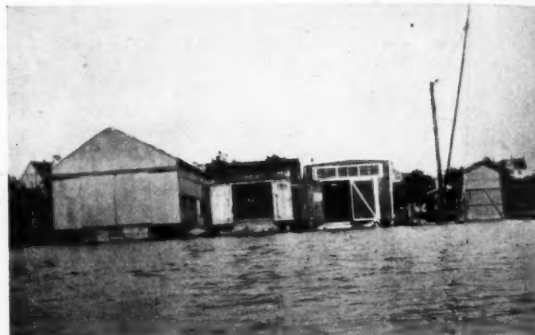
Even a good cook can't turn out first rate meals on a second rate range.

Equip your galley with a SHIPMATE; give the cook the best equipment obtainable.

A SHIPMATE will satisfy him no matter what kind of fuel he likes to use: coal, wood, briquets, gas, kerosene or diesel fuel oil.

THE STAMFORD FOUNDRY COMPANY
STAMFORD, CONN.

SHIPMATE



N. Blaisdell & Sons, Boat Builders, Woolwich, Maine.

day. Also a number of trawlers from the islands take advantage of the fine facilities offered by him.

Rackliff & Witham, wholesale and retail lobster dealers, have been in business for 7 years. They supply restaurant and fish market trade. They carry fishermen's supplies and are distributors for New Bedford cordage, Wall rope and Carter's oil skins.

Oliver Perry, boatbuilder, has two marine railways. He hauls out and repairs yachts and fishing craft.

A. C. McLoon Co., distributors for Texaco products, have two tankers; "Texoil No. 1", powered with a Mianus engine, and "Texoil No. 2" powered with a 40 H.P. Lathrop. They own and operate several lobster smacks and carry a full line of fishermen's supplies including Plymouth, "Ameco" and Whitlock cordage, Carter's oilskins, and New Jersey paints. They are one of the largest companies on the coast dealing in lobsters.

The I. L. Snow Co., boat builders, have one of the largest and best equipped yards on the New England coast. They have two big railways of 750 ton capacity, and five of 450 ton capacity. They repair and build vessels and yachts of all kinds. They rebuilt a ferry for Long Island interests. The officers of this company, which has been in business for 70 years, are: Pres., C. F. Snow; Vice-Pres., John I. Snow; Treas., R. K. Snow; and Hull Supt., R. A. Snow.

ROUND POND—The Round Pond Fish Co., under the direction of J. Freeman Clifford, opened for business June 1. They have fine facilities for handling fish, both wholesale and retail. They deal in fish, lobsters, clams, smoked fish and fillets. Mr. Clifford was formerly manager of the Port Clyde Cold Storage Co. and manager of the Monroe Export Co., Ltd. He was for three years manager of the Lockeport Cold Storage Co., Lockeport, Nova Scotia, and was in business for 10 years in Nova Scotia.

SEBASCO—Charles Gomez, who has been building boats for 20 years, has built many Hampton fishing boats for Portland, York Harbor, Boothbay and Ogunquit. He also does considerable repair work for the local fishermen. He is a dealer for Palmer and Roberts marine engines.

A. W. Wallace, supply dealer, is also a wholesale and retail fish and lobster dealer.

SOUTH ADDISON—Delbert Look, one of the largest lobster buyers in Maine, buys from 70 fishermen. He also runs a general store, carrying a full line of fishermen's supplies, including "Ameco" and Plymouth cordage, Standard and Texaco gas, and oil skins. He also handles salt and dried fish.

THOMASTON—Charles A. Morse & Son are building a 37 ft. auxiliary schooner, designed by Alden.

VINAL HAVEN—W. E. Ames is local buyer for Willard-Daggett Co. in this vicinity and surrounding islands.

WEST JONESPORT—E. A. Kelley, lobster buyer, has been buying lobsters for 35 years. He employs 20 fishermen, and sells all kinds of lobster gear. He handles Texaco gas, and owns several fishing boats, besides running two fish weirs.

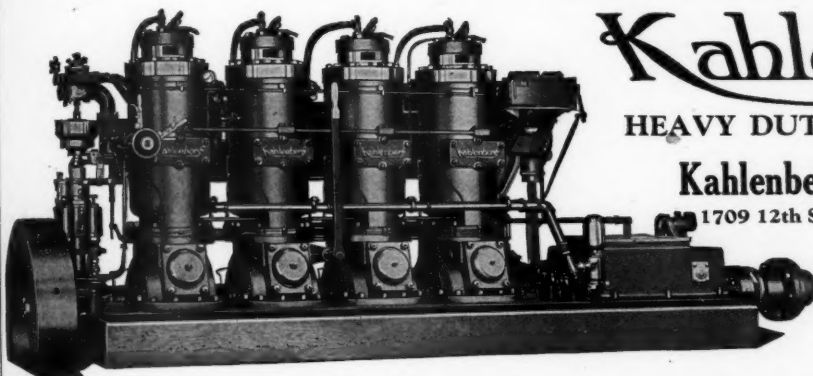
WINTER HARBOR—Maurice Pendleton, lobster buyer for the McLoon Company of Rockland, also sells fishermen's and yachtsmen's supplies, and Standard gas.

U. S. FISHERIES RESEARCH VESSEL POWERED BY KAHLENBERG

The U. S. Bureau of Fisheries Vessel "FULMAR" was thoroughly reconditioned in 1930 and a new 135-150 H. P. KAHLENBERG Heavy Duty Oil Engine was installed. Since that time, the "FULMAR" has been used extensively for gathering data for the research work being conducted by the Bureau for increased propagation of fish and regulation of the commercial fisheries on the Great Lakes.



There is a KAHLENBERG to satisfy your needs in a reliable and economical way. Write for complete information. Sizes range from 20 to 200 H. P.



Kahlenberg

HEAVY DUTY OIL ENGINES

Kahlenberg Bros. Co., Mfrs.

1709 12th St., Two Rivers, Wis., U. S. A.

*Dealers in
Principal Ports*

WOOLWICH—N. Blaisdell & Sons recently commenced building a 23 foot knockabout with a lead keel for J. M. Houghton, Worcester, Mass., to be used in Casco Bay waters. This is the 1042nd boat built by this company, whose plant is located at the Sagadahock Ferry, just over the Bath Toll bridge. They have a very fine up-to-date boat building shop, with the latest equipment. This business, which was started 55 years ago, employs 8 to 15 men, and is under the management of Charles E. and Phillip R. Blaisdell.

MASSACHUSETTS

CUTTYHUNK—The Cuttyhunk Lobstermen's Association has 25 members. The officers are as follows: President, C. W. Tilton; Vice President, Harold S. Dean; Secretary and Treasurer, John A. MacKay. Five members of the Association are Deputy Fish and Game wardens.

FAIRHAVEN—Jesse Willey, machinist and dealer in Bridgeport motors, recently supervised the salvaging of the

Gar Wood speed boat which sank in Cape Cod Canal, taking the life of one woman.

WELLFLEET—The Cape Cod Bay Fisheries, a distributing plant for Cape Cod fishermen, is located at Old Fish Wharf. This company will act as producer's representatives. Fine facilities are offered, plenty of water on any tide and cement cellars for cooling. The quahog fishermen are already taking advantage of the fine service. The company carries a full line of fishermen's supplies.

NEW HAMPSHIRE

PORTSMOUTH—Walter S. Jackson, hardware, fishing and yachting supply dealer, has a very complete line of supplies, including Plymouth Cordage, Mustad fish hooks and Frost Oil Skins. Mr. Jackson has been in business 22 years.

RHODE ISLAND

EAST GREENWICH—The Warren B. Finn Co. is one of the largest shell fish dealers in New England, employing 450 men. It has several trucks operating between Portland, Me., and New York City. It is doubtful if there are any salt clam dealers in the county that handle more salt clams than the Finn Company. It furnishes hotels, restaurants, and fish dealers. William E. Finn, of the Finn Co., recently opened one of the most up-to-date sea grills and wholesale and retail fish establishments in these parts. On the main road to Cape Cod, near Middleboro, the Sea Grill seats 150 people at one time, employing 16 waitresses. Next to the Sea Grill is the very modern retail and wholesale fish market, dealing in all kinds of seafood.

POINT JUDITH—Capt. J. E. Clark, a wholesale and retail fish dealer, has been in the business for 25 years. He owns two power boats used in trap fishing. The *Oliver*, a 30 ft. boat, is powered with a Lathrop engine. It was built by Mr. Saunders, of Saunderson. Mr. Clark sells Good Gulf gasoline, with a pump at the wharf.



Avon Nelson's new boat at Vinal Haven, Me., built by Axel Gronros, North End Boat Shop, Rockland.

The Great Grimsby Coal, Salt and Tanning Co., Ltd.

Supply Otter Trawling Gear for Deep
Sea Trawlers, Flounder Draggers, etc.,
Patent Trawl Boards, Patent Messenger
Hooks, Long Line Fishing Gear, etc.

Everything Necessary for
Deep Sea Fishing

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Concessionaires for the
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Sole Agents for the
New Fish Meal and Oil Extraction Plants
(Schlotterhose Patents)

DIESEL & OIL Engineering HAND BOOK

By Rosbloom

This standard book on modern Diesel and other classes of Oil engines is of greatest value to engineers and owners of Fishing and Commercial Craft. It is written in strictly practical language. Over 300 tables; hundreds of formulae; hundreds of plain and color views with special inserts.

700 pages; size 5 x 7 inches; bound in beautiful, attractive and durable morocco imitation leather in flexible, semi-flexible and stiff cover with reinforced back.

PRICE \$5.00 Prepaid

Atlantic Fisherman

Goffstown

New Hampshire

A New Columbian Rope Folder

THE results and advantages of the Columbian method of waterproofing rope are clearly illustrated and described in a new folder, "The Flexibility Test". Columbian has perfected a scientific waterproofing process which makes all Columbian *Tape-Marked* Rope flexible, no matter how much it has had contact with water. In the new folder, the advantages of Columbian waterproofing are set forth in a most interesting manner by means of an illustrated series of tests. A copy of this folder may be had by addressing your request to Columbian Rope Co., Auburn, N. Y.

Cooper-Bessemer Diesel Bulletin

TWO recent work-boat types of Cooper-Bessemer diesel engines, with built-in reverse gear of standard design, are shown and explained in a new 8-page bulletin which is being distributed by the builders. Aside from the fact that the Type FP marine-gear engine is larger than the Type EP, there is no essential difference in design. The application of both types is to fish boats, tow boats, and other commercial craft. The engines are fully enclosed, with all accessories built in.

Twenty-six general specifications are listed and explained in the bulletin. In addition to photographs, there is a detailed dimension drawing of each engine. The $7\frac{1}{2}$ " x $10\frac{1}{2}$ " diesel is rated 60-75 H.P. at 400-500 r.p.m. with three cylinders; 80-100 H.P. with four cylinders. The 9" x 12" diesel is rated at 90-100 H.P. at 360-400 r.p.m. with three cylinders; 120-135 H.P. with four cylinders. Copies of this "marine gear" bulletin are obtainable, upon request, from The Cooper-Bessemer Corporation at 25 W. 43rd St., New York City—or at Mt. Vernon, Ohio.

Oceanographic Research Ship to Benefit Commercial Fisheries

ACCORDING to Dr. Henry B. Bigelow, director of the new Woods Hole Oceanographic Institution, the establishment of this Marine Research Laboratory on the Massachusetts coast will greatly aid in helping to solve many of the ancient mysteries of the sea and its contents.

Commercial fisheries will reap the reward from the work of this newest scientific organization, as the work calls for a study of the life and habits of marketable fish, together with many of the problems of Oceanography, such as: pressure, temperatures, currents, meteorological matters bearing upon the problems of offshore fishermen.

Designed by Owen & Minot, Naval Architects and Consulting Engineers of Boston, the Oceanographic Research ship *Atlantis* is probably the most unique vessel afloat today. She is a steel auxiliary ketch with a "Mareconi" rig; is 142 ft. 6 in. long; 28 ft. beam, and has a draft of 16 ft., and a displacement of about 410 tons. She is designed to accommodate a total complement of 30 officers and men, including a staff of five scientists and a number of scientific students. According to Owen & Minot, she was designed particularly for strength, seaworthiness and steadiness at sea.

In order to tow the delicate nets and other scientific gear at extremely low and steady speed, by which the scientists will get material from the floor of the sea to work with, the designers called upon the research and engineering resources of the Westinghouse organization in order to furnish power equipment for these principal tools for the scientific work on board this vessel.

The nets, which will bring specimen from the bottom of the sea, are handled by cables of over five miles in length, which are let overboard at the main rigging by a boom, fitted with special shock-absorbing devices and controlled electrically.

The winch which operates this gear is fitted with a slipping friction device which releases at a desired tension, and an automatic reversing switch which reverses the motor when a critical load is encountered.

This winch is controlled from a station amidship on the starboard side of the *Atlantis*, where the operator has in view gauges which show the tension on the warp, and the amount of wire overboard.

In every detail, the construction and equipment of the *Atlantis* is designed to carry on the very special work she will be called upon to perform.

Postal Telegraph Furthers Its Partnership with the Fishing Industry

THE Postal Telegraph-Cable Co. believe in advertising the "other fellow", since, in their opinion, a telegraph company is in a very real sense a "silent partner" in his business.

Following through on their policy of cooperation with the fishing industry, in developing new markets and increasing sales, the Postal Telegraph Co. displayed in their windows from coast to coast for a three-week period ending September 1st, a full color lithographed poster, bringing graphically and interestingly the subject of fresh fish to the minds of millions of passers-by every day.

Out of the sea—onto the docks—rushed over the country—fresh to the Nation's tables—that was the story Postal Telegraph carried to the people of the United States in their nation-wide window advertising campaign for the fishing industry.

This poster emphasized the value of fresh fish as a staple article of diet, and it emphasized the progressiveness of the fishing industry, in utilizing modern communication and transportation facilities to speed the products of the sea from fishing grounds to dinner tables thousands of miles away.

In an attractive folder calling attention to this poster which occupied a central position in all Postal Telegraph windows throughout the country, the company state that in all fishing centers on the Atlantic and Pacific seaboard, the Gulf of Mexico, and the Great Lakes, Postal Telegraph staffs, familiar with the problems of fish marketing, stand ready to lend their whole-hearted support to the fishing industry.

Worthington Pump and Machinery Corporation Announces Several Appointments to its Staff

DURING the past few weeks, several important additions have been made to the staff of the Worthington Pump and Machinery Corporation, 2 Park Avenue, New York, N. Y. At the same time, certain organization changes also were announced.

Otto Nonnenbruch, for the past four years chief engineer of the Diesel department of I. P. Morris and De La Vergne, Inc., Philadelphia, Pa., and prior to that with Worthington in various capacities for nine years, rejoined the latter organization as of July 1. Mr. Nonnenbruch will make his headquarters at Buffalo, N. Y., as special sales representative.

J. B. Allen, formerly president of the Allen Engineering Company, Bridgeport, Conn., and prior to that time with the Sperry Gyroscope Company, Brooklyn, N. Y., has been appointed special marine representative with headquarters at Harrison, N. J.

H. G. Wood, formerly assistant manager of the New England division of the Westinghouse Engineering and Manufacturing Company, has joined the Worthington organization in the capacity of electrical sales engineer.

E. M. Paullin, Jr., has been appointed electrical sales engineer at the Cincinnati, Ohio, Works of the Worthington Corporation. Mr. Paullin was associated with the New York office of the General Electric Company as synchronous motor specialist.

John T. Clancy, assistant manager, Buffalo Works sales division, has transferred his headquarters from Buffalo to Harrison, N. J.

E. W. Hammond, formerly located at Buffalo, has been transferred to Los Angeles as special representative of Diesel and gas engine sales on the Pacific Coast.

A. M. Boehm goes to Kansas City as Diesel and gas engine specialist. He formerly was in the Sales department at Buffalo Works.

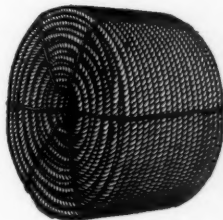
Joseph F. Hecking, formerly with the Diesel engine sales division in New York, has been assigned to the Diesel and gas engine sales division at Buffalo.

William J. Daly, assistant manager, Cincinnati Works sales division, has been assigned to Pittsburgh, Pa., on special sales work.

G. A. Herrmann, formerly sales engineer at Chicago, has been appointed acting district manager at St. Paul.

W. R. Kennedy, sales engineer at Pittsburgh, has been appointed acting district manager at Kansas City.

WATERFLEX



The superior strength, endurance and water-resisting qualities of **WATERFLEX**—the scientifically lubricated rope—in the most difficult kinds of service have made it the choice of critical users and dis-

criminating buyers of cordage.

In the manufacture of **WATERFLEX**, the patented water-proofing compound permeates the fibres and also forms a protective exterior coating.

As the compound will not emulsify, **WATERFLEX** is rendered impervious to the elements as well as to wet and dry rot, and retains its moisture-proof qualities, uniform lay and remarkable strength until literally worn out.

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Gear is under perfect control at all times. It can be stopped and started under load.

The simplest friction clutch made. Sprocket is mounted on ball bearing

sleeve—the whole on stub shaft, attached to fly wheel of engine.

Write for special circular.

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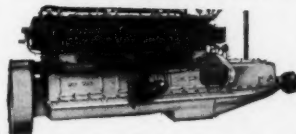
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POWER that's Dependable



BIG CHIEF SIX—90-115 h.p., bore 5", stroke 7". The ideal motor for the larger cruiser auxiliary, or commercial boat requiring real power. Simple and clean-cut in design. Send for THOROBRED catalog describing complete line, 1-6 cyl., 4-150 h.p.

That's **RED WING** power—always smooth, steady . . . always ready to start on an instant's notice . . . always eager to tackle any job, anywhere, anytime. That is the kind of service upon which the Red Wing **THOROBRED** reputation is built.

RED WING MOTOR CO.

Red Wing, Minn., U. S. A.



Sloop "Nellie York" of Rockland, Me., Capt. Jack Hannon in the stern, Happy DeCost in the bow.



Capt. Hannon dressing haddock; Leon F. Thompson, the ATLANTIC FISHERMAN Roamer, at the wheel.



Happy DeCost hauling gear.



Will Ames, lobster buyer at Vinal Haven for Willard-Daggett Co.

The Roamer's Diary

ON August 10 I stopped at Cape Porpoise and found a few Gloucester boats fishing. Also one schooner seining. The lobstermen at this date were beginning to get a few lobsters, and the price was very fair. Local seiners and haddockers had not done so well, as the fish were scarce and the price low.

At Biddeford Pool, I met the Goldthwaites and Churches, and there are many of them. I. S. Millgate, fish dealer, and Capt. Woodward, a former Jonesport lobsterman, were fishing here, not to forget Capt. Goldthwaite, President of the local Fishermen's Assoc. He told me about being in the old ATLANTIC FISHERMAN office at the time when plans were being made for the first fishermen's race, a good many years ago. I also met several Gloucester fishing skippers.

Leaving Portland at 7:40 A.M. August 11, on the Casco Bay Line, I landed at Long Island on Doughty's Landing. After visiting the fishermen there, I walked three miles to Ponces Landing, where I met Captains Rich and Floyd, Jake McVane and several other fishermen. I was advised to call at Great Chebeague, Western Landing, to meet Capt. Gus Doughty and the lobster fishermen. Left there at 6:30 P.M., arriving back in Portland at 7:50. Stopped at Moon's Sea Grill and was just in time to sit in for dinner with Mort. Harris and Herman Willard.

In the pouring rain, on August 12, I drove to Bailey's Island to see Capt. Lube, also Capt. James Doughty, George Johnson, G. S. Crafts, A. B. Leeman, and the local supply dealers, R. L. Matheison and E. E. Sinnett. Stopped at Orrs Island to visit I. O. Linseott, supply dealer and lobster dealer. Finished up at Cundys Harbor in a continued down-pour of rain, and found Mr. Holbrook, local fish and lobster dealer, in his supply store. Rained too hard to visit any more, so will have to see Mr. Watson, of Watson Bros., on my next trip.

August 13 found me at Sebasco Estates, in Mr. Gilman's store and Post Office. Met A. W. Wallace, who is a wholesale and retail fish and lobster dealer. Drove around to see A. E. Lowell and Alex Coffin, Jr., lobstermen, and located Charlie Gomez, who has built over 75 boats in the past few years. Got into West Point at noon, and was directed by Leon Davis and F. E. Hutchins to Mrs. Sweeney's for lunch. Orlando Wallace came into the bait house while I was there. Everett O. Wallace had his new Palmer Ford conversion in a crate on the dock.

At Wiscasset on August 14 I missed Fred Pendleton. At Pemaquid G. R. McLain was taking things easy around his store. Perley Lane remarked that lobsters were scarce. Willis Gilbert of New Harbor had a store full of lobster fishermen. Mr. Clifford of Round Pond Fish Co. was busy serving some tourists the famous Maine lobsters. Got into Rockland in time to arrange a haddocking trip for Sunday with Capt. Jack Hannon, skipper of the fishing boat, *Nellie York*.

On Saturday I took Capt. Happy DeCost with me to Friendship. Stopped at the Pier of Chas. J. Stenger. He carries a full line of fishing supplies. Drove to Win. Carter's boat shop. He has built some very fine pleasure and fishing craft. Stopped at Fred Winchenbaugh's. He was very busy. Ed Brown was looking over a couple of engines. A few fishermen from Georges Island came in at this time, including Horace Flanders and Ed. Delano.

On Sunday, the 16th, I left Rockland at 4:00 P. M. on sloop *Nellie York*, Capt. Jack Hannon at the wheel. We had a fine dinner, and docked at the old Libby-Burchell wharf at 6:00 P.M. Stopped with Mr. Robertson at his hotel. Was at the wharf at 7:00 o'clock Monday morning. The trawlers were out and the lobstermen were getting their gear ready. About 10:00 o'clock the trawlers started to get in to the wharf of Fred Grimes' plant. The Vinal Haven trawl boats, 40 or 50 of them, are among the finest on the coast. Most of them have up-to-date marine engines. While they were taking out their fish, I got Happy DeCost to row me out to see Will Ames, Willard-Daggett's lobster buyer. The *Nellie York* took on supplies late in the afternoon, just as Arthur Arey drove in to the dock with ice and wood. We had baited up on the way over from Rockland, so all hands took things easy that afternoon. At 10:00 P.M. I picked a good soft bunk and turned in, to be awakened at 2:00 A.M. by the skipper announcing that it was time to take off. With Happy at the wheel, the skip-

(Continued on Page 34)

The Fishing Gear Mart

MARINE BARGAINS

Commercial craft of all sizes and types. Coasting and fishing schooners, power fish boats, Friendship sloops, 28' to 44', prices \$400 and up. Can also furnish new models. Here are a few of our offerings: Flush deck short-rigged sloop 48' x 11' 4", new 1919, 30 h.p. Lathrop engine, all in A-1 condition, \$1,000. For quick sale—34' Friendship sloop, sails and rigging fine condition, retimbered, etc., 1931, 10 h.p. Gray with reverse gear. Now in commission. \$500.00. Fish boats and draggers 20' to 80'. Auxiliary coaster, sloop-rig, formerly a schooner 60' x 19', 40 gross ton, 60 h.p. Red Wing Motor, all in A-1 condition \$2,650. 50' x 13' 6" x 5' Oil-powered dragger new 1924, ketch-rig, full equipment, now in commission; had only one owner. Wants offer. Freight or fish boat, 62' x 16' x 4' 6", 60 gross tons, C-O powered, built 1921, A-1 condition, \$3,000. Freight boat 48' x 12' x 4', rebuilt, good condition, 20 h.p. Bridgeport engine, 13 gross ton, \$600.00; also many others. MARINE ENGINES: Rebuilt and guaranteed. 20 h.p. Kermath, Model F, three years old \$270; 40 h.p. Cummins oil engine, new 1930, \$1,000; 21 h.p. 3 cylinder Lathrop engine fitted with electric starter, magneto and propeller outfit \$400; 28-36 h.p. Red Wing, three years old, \$325; 12-15 h.p. Universal \$140; 6-90 h.p. Gray, fine condition \$285; several oil engines 75 to 250 h.p.; and many others. We have some good used reverse gears and propellers. Write us as to your requirements. OUR SERVICE WILL PLEASE YOU. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

FOR SALE

For Sale at less than half price: One 75 h.p. three cylinder Fairbanks-Morse full Diesel marine engine. Bore, 8 3/4"; Stroke, 10 1/2". 400 r.p.m. "Built-in" transmission and bilge pump. Transmission has two speeds ahead and one reverse. Engine built September 1929 and used about sixty days. It is therefore practically new and in good condition. Kahlenberg Bros., Co., 1709—12th St., Two Rivers, Wis.

Boat *Madeline and Flora*, rigged for beam trawling or sea scalloping. 67 ft. long, 16 ft. 3 inches beam; age 4 years. Apply S. P. Whitney, 493 Main St., Rockland, Maine.

33' x 10' x 4' 4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in A1 shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester, Mass.

New 42 ft. fishing boat, 12 ft. beam; 4 ft. draft; 65 h.p. Lathrop engine. Built from best materials. Now in commission. Chas. F. Ferguson, Groton, Conn.

This family and fish boat, 31 x 8 feet. Will deliver and demonstrate after Sept. 1st. Speed 10 m.p.h. \$800 complete. Apply for photo etc., W. J. Burnside, Builder, Pemaquid Point, Maine.

FISHING BOATS FOR SALE

- 5 Diesel freight boats, from 200-300 tons capacity.
 - 80' Diesel schooner, British flag, \$6,000.
 - 60' 2 masted fisherman, complete swordfishing gear, \$3,000.
 - 15 trawlers, steam, Diesel, and oil burning.
 - 20 Diesel 2-masted schooners.
 - 6 4-masted schooners, \$3,000 each.
 - 1 3-masted schooner, (offer).
 - 1 3,200 gallon tankboat, 40 h.p. Diesel, \$3,000.
- Tankboats from 3,000 gallons to 40,000 gallons; both steel and wood. Wood and steel hulls, yachts, steamers, towboats, scows, dredges and floating property of every description. Inquiries and listings solicited.

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SEND FOR FREE COPY ATLANTIC COAST
TIDE TABLES, FIGURES FOR EVERY HARBOR



A fleet of shrimp fisherman tied up to the docks at New Smyrna, Florida.

per on the look out, we ran out of the harbor without damage to the nearby lobster buoys. When we cleared the harbor the skipper went below to start a fire in the "Shipmate" and start breakfast. When ready, the skipper took the wheel while Happy and I sat down to bacon and eggs. We arrived at location picked at 5:00 A.M. The gear was gotten ready and Happy set 5 tubs of 10 line trawls in about 40 minutes, while we jogged along about 3 miles an hour. We started to haul gear about 7:30. Haddock were scarce, but hake plentiful. But as the market was not so good on hake, they were thrown back. It took about 2 hours to haul the gear and after the fish were dressed and iced we got back to Vinal Haven about 10:00 o'clock with 500 lbs. of nice haddock. Les Thomas, Tom Loyd, Capt. Berger, Irving Joyce, John Wentworth, Crow Johnson, John Morgan, and Ralph Bickford were there baiting up.

Arriving at Rockland Tuesday evening, the 18th, on the Vinal Haven boat I met Rodney Feyler and Jos. Harmon. Forrest Maker was busy getting ready to launch a boat for a Cape fisherman.

Drove to Port Clyde the next day, saw Capt. Henry Larkin of Port Clyde Fish & Cold Storage Co., Fred Higgins and Forrest Davis, and several of the fishermen. Stopped at Tenants Harbor on the way back and saw about 20 lobster fishermen there.

Left Rockland at 6:00 A.M., August 20, and drove to Winter Harbor, where there were 30 lobstermen getting their gear ready to go overboard September 1st. The boats were hauled out on shore, getting their annual overhauling. Saw Maurice Pendleton, lobster buyer, who also handles gear, besides running a hotel for Summer people. Stopped at Birch Harbor to see Frank Coleman, lobster buyer. He was doing considerable repair work to the lobster pound. At Prospect Harbor the lobstermen were busy on gear, and the sardine factory was running.

From Prospect Harbor, I went to Corea where I met Roy Stewart, supply store owner and lobster buyer. Late in the afternoon I drove down to see Charlie Mitchell, lobster dealer and partner in the Mitchell Lobster Pound. They have a capacity of 100,000 lbs. Stopped over in Millbridge and drove to So. Addison in the morning. The next stop was Cutler. Saw Clarence Wallace, lobster dealer, and Fred Dennison and Charles Smith.

The next day, Saturday, August 22, was spent at Eastport. Saw Capt. Tom Raye, Martin Healey, Messrs. Wadsworth and Wickerson, Nat MacDonald, Capts. Frank Calder and Grew MacNeill, also Port Capt. Cline of the Seacoast Canning Co., Sumner Stuart, Director of the Company, and many others, including Ross Green, dealer in all kinds of fresh and smoked fish, Mr. Wilson of Wilson Fisheries Co. and F. Marsh, who claims to have caught handlining the largest pollock this year.

Capt. Tom Raye has organized the Bilge Water Club at Eastport. In order to become a member one must make a model of a fishing power boat or schooner and place it on the wall in Capt. Tom's office, where meetings are held nearly every evening. There are already 9 very fine models and the number is expected to reach 15 by Winter. The captain, by the way, is one of the old square rigger captains, and in his 40 years at sea has been in practically every port in the world.

Table of Contents

Long Island Shell Fisheries' Convention	7
Va. and N. C. Prepare for Oyster Season	10
Boston Fish Pier News	10
Gloucester May Race at Halifax	11
Connecticut Items	12
Martha's Vineyard Expects Fine Fall Season	13
Provincetown Has Boom on Horse Mackerel	14
New Bedford Displays Largest Black Bass	14
Maine Lobstermen Hold Mass Meeting	15
Yarmouth Discusses Lobster Season	17
Halifax Groundfish Fleet Active	17
Lunenburg Fleet Arriving from the Banks	18
Cape Breton Swordfish Season in Full Swing	20
New Brunswick Discovers New Scallop Beds	20
Shediac to Improve Oyster Beds	22
Boat Builders and Supply Dealers	23

Index to Advertisers

American Manufacturing Co.	19
Amory, George F.	22
Atlas Imperial Diesel Engine Co.	1
Bath Iron Works Corp. (inside front cover)	
Cameron, C. F., Co., Inc.	23
Columbian Rope Co. (front cover)	1
Cooper-Bessemer Corp., The	
Fairbanks, Morse & Co.	1
Frost, William	22
Great Grimsby Coal, Salt & Tanning Co., Ltd.	10
Hamilton Co., R. S.	22
Hathaway Machinery Co.	22
Kahlenberg Bros. Co.	20
Kinney Manufacturing Co.	11
Linen Thread Co., The	
New Bedford Cordage Co.	23
Norris-Hillis Oils Co.	20
Palmer Bros. Engines, Inc.	20
Pettit Paint Co.	
Pier Machine Co., Inc.	
Red Wing Motor Co.	
Ritchie, E. S. & Sons	
Stamford Foundry Co.	
Supply Dealers	21
United Fisheries Co.	
Wall Rope Works, Inc. (inside back cover)	
Whitlock Cordage Co.	
Winton Engine Corporation (back cover)	
Wolverine Motor Works, Inc.	
Worthington Pump and Machinery Corporation	



..... 7
..... 10
..... 10
..... 11
..... 12
..... 13
..... 14
..... 14
..... 15
..... 17
..... 17
..... 18
..... 20
..... 20
..... 22
..... 24

..... 18
..... 20
..... 1
cover) 2
..... 20
cover) 1
..... 1
..... 1
..... 21
..... 20
..... 20
..... 20
..... 20
..... 21
..... 24
..... 25
..... 25
..... 25
..... 25
..... 25
..... 25
..... 25
..... 25
..... 25
..... 21
cover) 2
..... 2
cover) 2
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